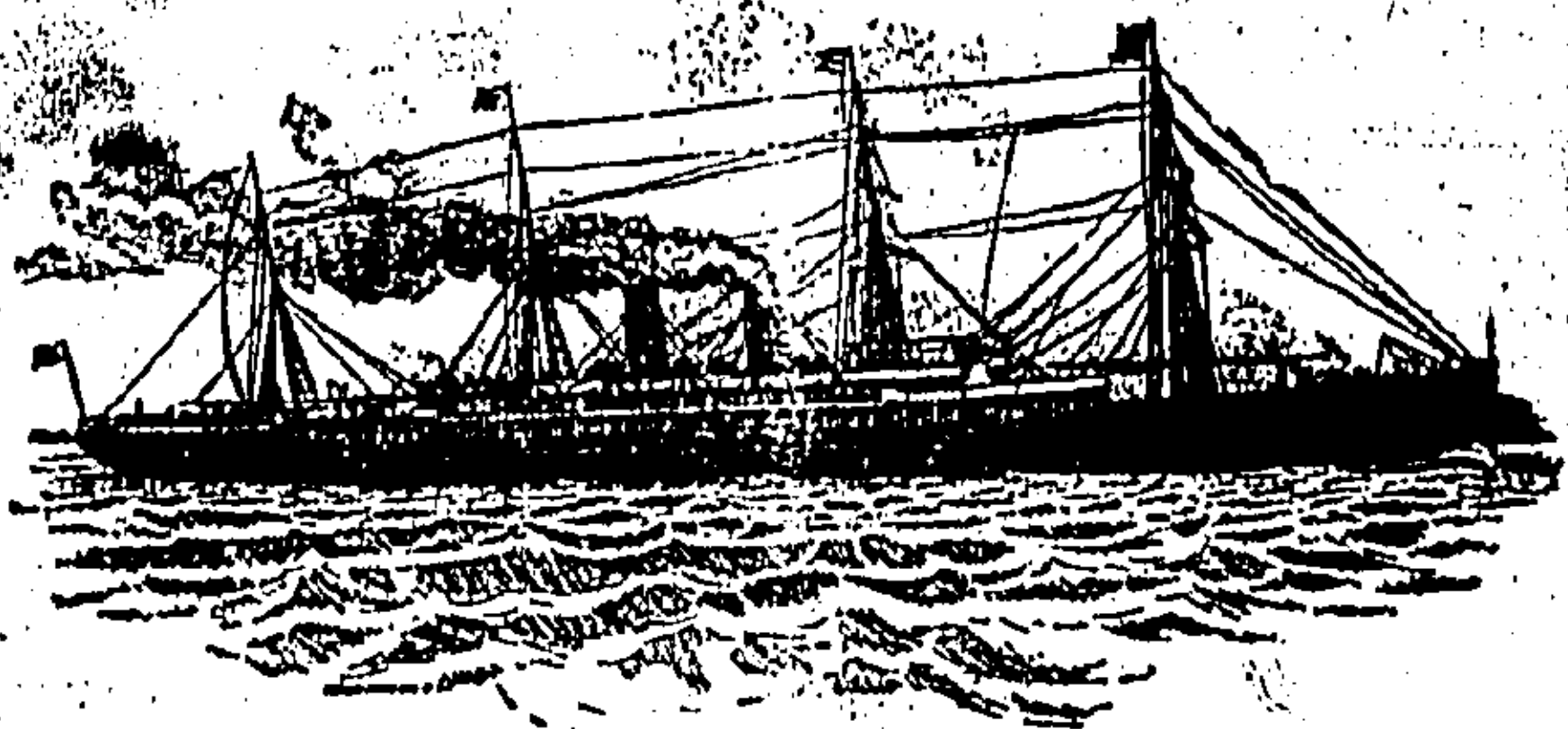






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" .....	5,300 Gross Tons.	TUESDAY, 29th November, at Noon.
"CHINA" .....	5,060 "	SATURDAY, 3rd December, at Noon.
"MANCHURIA" .....	8,750 "	SATURDAY, 17th December, at Noon.
"DORIO" .....	4,784 "	SATURDAY, 24th December, at Noon.
"KOREA" .....	11,276 "	FRIDAY, 6th January, 1905, at Noon.
"COPTIO" .....	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA" .....	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA" .....	13,639 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th, 1902; 10 days, 15 hours.

THE T. K. K. Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th November, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Navy, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

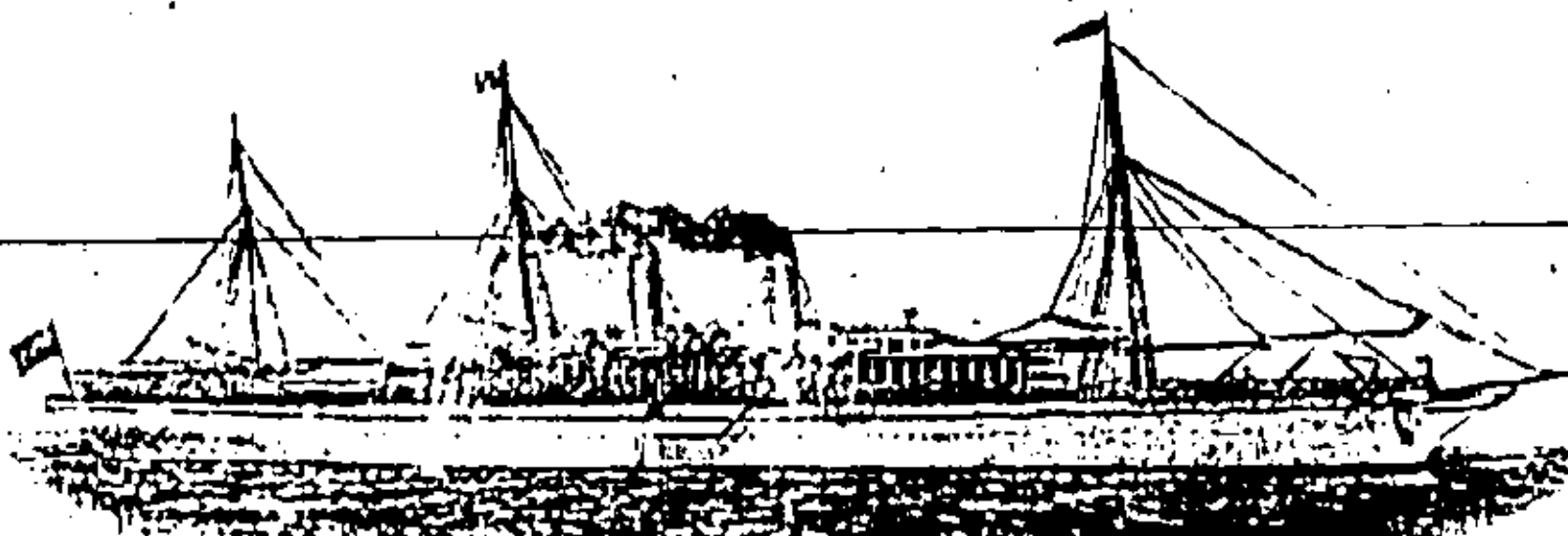
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th November, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" .....	6,000 Tons.	WEDNESDAY, 14th December.
"ATHENIAN" .....	2,440 "	WEDNESDAY, 28th December.
"EMPRESS OF CHINA" .....	6,000 "	WEDNESDAY, 11th January, 1905.
"TARTAR" .....	4,425 "	WEDNESDAY, 25th January.
"EMPRESS OF INDIA" .....	6,000 "	WEDNESDAY, 8th February.
"EMPRESS OF JAPAN" .....	6,000 "	WEDNESDAY, 8th March.

Hongkong to London, 1st Class ..... via St. Lawrence £60. | via New York £62. |

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40. | £42. |

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRECHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SEGOVIA .....	HAVRE and HAMBURG.	1st Dec.	Freight.
Schoenfeldt .....	(Calling at SPOR, PENANG & COLOMBO).		
SENEGAMBIA .....	HAVRE, BREMEN and HAMBURG.	19th Dec.	Freight.
Jaburg .....	(Calling at SPOR, PENANG & COLOMBO).		
ARMENIA .....	HAVRE and HAMBURG.	29th Dec.	Freight.
Fort .....	(Calling at SPOR, PENANG & COLOMBO).		
C. FERD. LAEISZ .....	HAVRE and HAMBURG.	10th January.	Freight.
v. Hoff .....	(Calling at SPOR, PENANG & COLOMBO).		
SITHONIA .....	HAVRE and HAMBURG.	24th January.	Freight.
Hildebrandt .....	(Calling at SPOR, PENANG & COLOMBO).		
ACRANIA .....	HAVRE and HAMBURG.	7th Feb.	Freight.
Ehlers .....	(Calling at SPOR, PENANG & COLOMBO).		
ANDALUSIA .....	HAVRE and HAMBURG.	21st Feb.	Freight.
Filler .....	(Calling at SPOR, PENANG & COLOMBO).		
BAMBIA .....	HAVRE and HAMBURG.	7th March.	Freight.
Lüning .....	(Calling at SPOR, PENANG & COLOMBO).		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Osborn's Buildings.

Hongkong, 26th November, 1904.

THIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

[89]

Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" .....	2,365 tons.	Captain R. D. Thomas.
"POWAN" .....	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN" .....	2,260 "	W. A. Valentine.
"HANKOW" .....	2,073 "	B. Branch.
"KINSHAN" .....	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" .....	1,998 tons.	Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2.30 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ..... 2,19 tons. | Captain T. Hamlin. |

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" ..... 588 tons. | Captain J. Wilcox. || "NANNING" ..... | 569 " | C. Butchart. |

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th October, 1904.

Intimations.

IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

16, DES VŒUX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
PAINT, HARTMANN'S GRAY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

Sec. Sec. Sec.

Sole Agent for

FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT

11, QUEEN'S ROAD,  
HONGKONG, 19th December, 1904.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL  
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best "THREE YEARS"  
guarantee given to every purchaser.

40, QUEEN'S ROAD.

Watson's Building.

THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHY.  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLA  
GING AND COPYING in all Styles.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
DE HOUSE ROAD.

IS now in a position, in his New and Com  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC PRACTICE  
in the Colony or in any part of the Far East.

GROUPS and VIEWS

a specialty.

Hongkong, 1st September, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Sulphuric Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIENSSSEN & CO.  
Hongkong, 10th January, 1903.

SELF CURE NO FICTION!

MARVEL UPON MARVEL!

NO SUPERFLUOUS

NEED NOW DESPAIR,

but without running a doctor's bill or falling into

the deep ditch of quackery, may safely, speedily

and economically cure himself without the knowl

edge of a second party. By the introduction of

THE NEW FRENCH REMEDY

THERAPIE,

a complete revolution has been wrought in this de

partment of medicine, whilst thousands have

been restored to health and happiness who for

years previously had been merely dragging out a

miserable existence.

THERAPIE No. 1—A Sovereign

Remedy for diseases from the urinary

organs, suppurating infections, the use of which

does irreparable harm by laying the foundation

of stricture and other serious diseases.

THERAPIE No. 2—A Sovereign

Remedy for primary and secondary skin

eruptions, ulcerations, pains and swellings of

the joints, and all those complaints which mercury

and arsenic are popularly but erroneously

supposed to cure. This preparation purifies the

whole system through the blood and thoroughly

eliminates all poisonous matter from the body.

THERAPIE No. 3—A Sovereign

Remedy for debility, nervousness, impaired

visually, sleeplessness, distress and incapacity for

business or pleasure, loss of appetite, blushing

indigestion, pains in the back and head, and all

those disorders resulting from early error and

excess which the faculty to persistently ignore,

because so impotent to cure or even relieve.

THERAPIE is sold by all Chemists

throughout the world. Price in England 2/6

& 4/6. In ordering, state which of the three

numbers required, and observe that the word

"THERAPIE" appears on British Government

Stamp (in white letters on a red ground) affixed

to every package by order of His Majesty's Hon

Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,

Hongkong, China and Manila.

NOTICE.

BOO CHEONG, of No. 20, Pottinger  
Street, has always on hand  
FIRST-CLASS WRITING AND PRINTING  
PAPERS, AND STATIONERY

of every variety.  
Hongkong, 24th November, 1904.

AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Colla  
nd Collars renewed on old ones.

Ladies and Children's Under-clothing, Can  
den's Dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiores will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 19th April, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand; (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).



# Entertainment.

**Wm. Powell, Ltd.**

Hours—8.30 A.M. to 6 P.M.

Winter Season's  
NEW GOODS

ON VIEW

IN EVERY DEPARTMENT.

FURNISHING DEPT.

ALEXANDRA BUILDINGS,

FIRST FLOOR.

NEW STOVES—

For Cooking and Heating

BEDSTEADS—

Iron.

Iron and Brass.

Iron and Copper.

Steel and Brass.

And all Brass.

Twin Bedsteads.

FENDERS & CURBS

In Iron, Copper, and Brass.

CARPET SQUARES—

Tapestry.

Kidderminster.

Kensington.

Cairo and But.

Art Squares.

Printed.

Fast Colours.

Crotonnes.

Art Serges.

Damasks.

Tapestries, and

Fringes.

CARPETS—

Axminster.

Wilton.

Brussels, and

Tapestry.

&c., &c., &c.

GENTS' DEPT.

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

NEW GOODS

ARRIVE

EVERY WEEK.

**Wm. POWELL, Ltd.**

HONGKONG.

Hongkong, 19th November, 1904.

# Entertainment.

**ROBINSON PIANO  
COMPANY, LIMITED.**

There is no reason

why anyone should be  
without an "APOLLO."

THE MASTER PIANO PLAYER.

We offer the choice of  
three methods of secur-  
ing one:

1.—You may acquire  
by payment of \$100 cash  
and 10 payments of  
\$27.50.

2.—You may buy at  
10% discount for cash.

3.—You may Hire by  
the quarter.

We hold an  
Entirely New Stock  
of Imported Pianos of  
the highest quality, per-  
sonally selected.

No such one has ever  
been seen in Hongkong  
before.

HOME PRICES.

Hongkong, 16th November, 1904.



THIS DWARF RAZOR has superseded  
the old fashioned clumsy Razor and by  
its use Shaving becomes a pleasure. It is  
manufactured in Sheffield, England, from a  
special amalgam of steel which makes imita-  
tion impossible, and in consequence it enjoys  
the largest sale of any Razor in the World.  
Thousands of Testimonials testify that the  
little "MAB" is the finest shaving implement  
ever produced.

To be obtained from THE MUTUAL STORES,  
WATKINS, LIMITED, and all first-class stores  
in the Colony.

Sole Agents for Far East, HOWARD & Co.,  
29, Des Voeux Road, Central, Hongkong.  
Agents wanted in every port.

For particulars and terms, apply to—  
HOWARD & Co.

Hongkong, 24th November, 1904.

**PAUSE!**  
Have you a SINGER Sewing Machine?  
If not get one.

\$10 DOWN AND THE REST IN EASY  
MONTHLY PAYMENTS.

Showrooms—1, Wyndham Street.

Hongkong, 12th November, 1904.

THE  
CHINA AND JAPAN TELEPHONE  
AND  
ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:  
BATTERIES,  
ELECTRIC BELLS,  
SWITCHES,  
TELEPHONES,  
INSULATORS,  
&c., &c., &c.

SEND FOR PRICE LISTS  
AND  
ESTIMATES.

ADDRESS—1, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

# 10-MORROW.

**St. John's Cathedral, Hongkong.**  
First Sunday in Advent.  
The following will be the order of service  
to-morrow—  
Holy Communion, 7.30 a.m.; Matins, 11 a.m.;  
Responses: Ferial, Venite: Hine, Psalms:  
Benedictus, Turlie, Garrett and Troutbeck;  
Benedictus: Ward in A, Jubilate: Hayes in F;  
Anthem: "Sleepers wake, a voice is calling";  
Mendelssohn, Hymns: 359 and 203.  
Evangelion, 5.45 p.m.; Responses: Ferial,  
Psalms: Turlie, Goss and Purcell, Magnificat;  
Woodward in A, Nunc Dimittis: Helmore in F;  
Hymns: 48, 362 and 51, Vesper Hymn:  
Ward (No. 2).

**St. Peter's Seamen's Church.**  
Queen's Road, West.  
Morning Prayer 11 a.m., Venite, Woodward;  
To Deum, Russell; Jubilate, Barbary; Hymns:  
62, 59, 63 and 65; Kyrie.  
Evening Prayer: Magnificat, Goss; Nunc  
Dimittis: Savage, Hymns, 58, 553, 569 and 70.  
The Church launch *Dayspring* will call on  
ships carrying white crews to bring friends  
ashore to the services between 9.15 and 10.30  
a.m., and between 5.15 and 6 p.m., (Kowloon  
Police Pier, 10.30 and 6 p.m.); returning after-  
wards. The Answering Penitent is the Call  
flag. All the sittings are free and unappropri-  
ated. Visitors welcome. Books, &c. provided.  
Sunday school 10 to 10.45 a.m.  
Roman Catholic Cathedral—Mass at 6 a.m.,  
7 a.m., 8 a.m., and 9.30 a.m., Benediction,  
5.30 p.m.  
German Bethesda Chapel, West Point—  
Morning Service, 11 a.m.  
St. Francis Church, Wanchai—Mass (Chin.)  
6 a.m., (Port.), 7.30 a.m., Benediction,  
5 p.m.  
St. Joseph's Church, Garden Road—Morning  
Service (English), 9 a.m.  
St. Anthony's Chapel, West Point—Mass,  
8 a.m.  
Union Church—Services, 11 a.m., and 6 p.m.  
Wesleyan Methodist Church, Wanchai.

**HONGKONG AVERAGE MARKET  
PRICES.**

Corrected 19th November, 100 cts. per \$ Mar.

**BUTCHER MEAT.**

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	17
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Breast—Ngau Lam	17
" Soup, Tong Yuk	14
" Steak—Ngau Yuk Pa	18
" " Serjain—Ngau Lau	26
" Sausages—Ngau Yuk Chang	26
Bullock's Brains—" Know	per set
" Tongue fresh—Ngau Li	each
" corned—Ham Ngau Li	55
" Head—Ngau Tau	55
" Heart—Ngau Sum	9
" Hump, Salt—Ngau Kin	14
" Feet—Ngau Kerk	each
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	9
" Liver—Ngau Con	10
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai- tau-keok	set
Mutton Chop—Yeung Pui Kwat	24
" Leg—Yeung Pui	24
" Shoulder—Yeung Shau	20
Pigs' Chindings—Chi cheong	16
" Brains—Chi Know	per set
" Feet—Chi Kerk	12
" Fry—Chi Chak	12
" Head—Chi Tau	15
" Heart—Chi Sum	each
" Kidneys—Chi Yiu	pair
" Liver—Chi Koon	24
Pork, Chop—Chi Pui Kwat	24
" Corned—Ham Chu Yuk	24
" Leg—Chu Pui	24
" Fat or Lard—Chu Yau	17
Sheep's Head and Feet—Yeung Tau	55
" Keok	each
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	10
" Liver—Yeung Con	10
Sucking Pigs, To Order—Chu Chai	16
Suet, Beef—Sang Ngau Yau	17
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	18
" Sausages—Ngau Chai Yuk Tong	15

**POULTRY.**

Chicken—Kai Chai	30
Capon, Large, Small—Sin Kai	22
Ducks—Ap	22
Doves—Pan Kau	each
Eggs, Hen—Kai Tai	per dos.
Fowls, Canton—Kai	24
" Hainan—Hoi Nam Kai	30
Geese—Ngor	20
Geese, Wild Shanghai—Sheung Hoi Ye	20
" Ngor	pair
Musk Deer—Wong Keng	each
Hare—Tu Chai	75
Partridge—Che Khoo	70
Pheasant—Shan Kai	1.80
Pigeons, Canton—Pak Kup	each
" Hoihow—Hoihow Pak Kup	25
Quail—Um Chun	20
Rice Birds—Wo Fa Cheuk	dosen
Snipe—Sa Chui	each
Turkeys, Cock—Fo Kai Kung	58
" Hen—" Ng	1.50
Wild Ducks, Shanghai, Sulap	pair
Teal, Shanghai, Sulap Chai	each
Wild Ducks Canton—Sang Shing Sui	1.10

**FISH.**

Barbel—Ka Yu	13
Bream—Bin Yu	13
Canton Fresh Water Fish—Hoi Bin Yu	13
Carp—Li Yu	14
Catfish—Chik Yu	10
Codfish—Mun Yu	13
Crabs—Hoi	11
Cuttle Fish—Muk Yu	11
Dab—Sa Mang Yu	10
Dace—Wong Mei Lun	10
Dog Fish—Tik To Sa	13
Eels, Congor—Hoi Man Yu	13
" Fresh water—Tam Sui Yu	13
" Yellow—Wong Sin	24
Frog—Tien Kai	24
Garoupa—Sek Pan	40
Gudgeon—Pak Kup Yu	11

Herrings—Tio Pak	14
Halibut—Cheung Kwan Yu	16
Labrus—Wong Fa Yu	13
Loach—Wu Yu	9
Lobsters—Lung Ha	26
Mackerel—Chi Yu	14
Monk Fish—Mon Yu	22
Mullet—Chai Yu	14
Oysters—Sang Hoo	13
Parrotfish—Kai Kung Yu	14
Perch—Tau Loo	13
Pike—Fa Paw Poong	18
Plaice—Pan Yu	12
Pomfret, Black—Hak Chong	24
Pomfret, White—Pak Chong	32
Prawns—Ming Ha	48
Ray—Pei Pa Sa	18
Rock Fish—Sek Kau Kung	13
Roach—Chun Yu	10
Salmon, (Cton), fresh water—Ma Yau	32
Shark—Sa Yu	9
Skate—Po Yu	10
Shrimps—Ha	20
Snapper—Lap Yu	18
Soles—Tat Sa Yu	14
Tench—Wan Yu	15
Turbot—Cho How Yu	15
Turtles, small, fresh water—Keok Yu	75
White Bait—Ngan Yu Chai	10

**FRUITS.**

Almond—Hung Yan	10
Apples, (California)—Kam San Ping	10
" (Chefoo)—Tin Chun Ping	10
" (Kofoo)—Tin Chun Ping	10
" Small—Hoi Tong	10
" Oustard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng	3
Heung Chiu	3
" (brides), Macao—San Heung Chiu	10
Chestnuts, Chinese—Foong Lut	10
Carambola—Yeung Tou	10
Cocoanuts—Yeh Tsz	each
Grapes—Sin Tai Tsz	20
Lemons, China—Ning Moong	5
" Amer.—Kun San Ning Moong	5
Lichees, Dried—Lai Chi Con	16
" Fresh, Lai Chi	10
Limes, (Salgon)—Sal Kung Ning	8
" Moong	each
Mango, Manila—Lui Sung Moong	10
Mango, Saigon—Sai Kung Moong	10
Mangosteens, San Chuk Tsz	dos.
Oranges, (Canton)—Sang Sheng Tim	5
Chang	5
" Small—Tai Kut	catty
" Mandarin—Tim Kut	6
Olives—Pak Lam	10
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	10
" (Shanghai)—Sheung Hoi Li	10
Peanuts—Fa Sang	18
Persimmons Large—Hung Chie	7
Pineapples, 1st quality—Sheung Poon	20
" 2nd quality—each	20
" Pawlaw	20
Platani—Tai Chen	2
Plums, Swatow—Hung Lai	10
Pumelo, Siam—Chim Lo Yau	10
Walnuts, Hop Top	15
" Green—Sang Hop Tun	15

**VEGETABLES, &c.**

Artichokes, Shanghai—Sheung Hoi Ah	6
" Chi Chak	6
Beans, (French) Macao—Oh Moon Pin	6
" Tau	6
Beans, (French), Shanghai—Sheung Hoi	5
" Pin Tau	5
Beans, Sprout—Ah Choi	2
Beans Long—Tau Kok	2
Beet Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	2
Brinjals, Red—Hung Ker	2
Brussels—Pak Chai	3
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy	3
Cabbage Root—Kai Lan Tau	each
Cabbages, (Shanghai)—Yeh Ghol	10
Gane Shoots, bunch—Kan Shup	2
Cauliflower, Large size—Tai Yeh Choi	30
" Fa	30
Cauliflower, Medium size—Cheung Yeh	15
" Ghol-fa	15
Cauliflower, Small size—Sai Yeh Choi-fa	10
Carrots—Kam Shun	8
Celery, Chinese—Tong Kan Choy	6
Celery, English—Yeung Kan Choi	8
Celery, White—Pak Yeung Kan Choi	8
Chilies Dried—Con Lat Chiu	20
" Red—Hung Fa	6
" Green—Cheng Lat Chiu	6
Curry Stuff, English—Ka Lee Choi Liu	6
Cucumbers—Cheng Kwa	3
Bitter Squash—Fu Kwa	3
Garlic—Shen Tay	5
Glages, young—Sun Tsz Keung	5
" old—Lo Keung	4
Horseradish, Shanghai—Lik Kan	2
Indian Corn—Suk Mai	piece
Lettuce—Yeung Sang Choi	each
Water Chestnuts—Ma Tai	4
" Mandarin—Kwei Lum Ma Tai	9
Mushrooms Fresh—Sang Cho Kho	8
Onions, Bombay—Yeung Chung Tau	3
" Green—Sang Chung	3
" Shai—Sheung Hoi Chung Tau	3
" Japan—Yat Poon	6
Okra—Mo Ker	1
Parley, English—Yeung Up Sai	1
Grades Pot	1
Green Peas—Cheng Tan	1
Potatoes, Sweet—Pan Shun	1
" Shanghai—Sheung Hoi Shu	4
" Tai	4
" Japan—Yat Poon Shu Tai	4
" American—Fa Ki	1
" Fenchow—Fuk Chau Shu Tai	1
" Macao—Oh Moong	1
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tai	2
Rhubarb	2
Spinats—Con Chung Tau	5
Shalots (Chinese)—Paw Choi	8
Spinach—Yin Choi	4
Tomatoes—Fan Ker	7
Taro—Wu Tau	3
Turips, Fun-ti (Long)—Low Pak	2
" English—Yeung Low Pak-piece	2
Vegetable Marrow—Chit Kwa	4
Water Cresses—Sai Yeung Choi	1
" Calrops—Lan Kok	1
" Lily Roots—Lin Ngau	1
Yams—Tsi Shu	3

**N. A. JOHANNSEN,**  
Acting Inspector of Markets.

# Entertainment.

**DONE BY TRYING.**

Nobody can tell what he can do till he tries.  
When a thing ought to be done the modern  
spirit moves us to keep working away at it  
until it is done. In the face of this idea the  
"impossible" vanishes. Where there's a will,  
there's a way. "If we could but rob cod liver  
oil of its sickening taste and smell and then  
combine it with two or three other ingredients  
we should possess the best remedy in the world  
for certain diseases that are now practically  
incurable." So said a famous English physi-  
cian twenty-five years ago. "But it will never  
be done," he added. "You can no more turn  
cod liver oil into a pleasant palatable medicine,  
than you can turn the Codfish itself into a Bird  
of Paradise." Yet he lived to admit that in  
**WAMPOL'S PREPARATION**  
the "impossible" had been accomplished. It  
is palatable as honey and contains all the  
nutritive and curative properties of Pure Cod  
Liver Oil, extracted by us from fresh cod livers  
combined with the Compound Syrup of  
Hypophosphites, Extracts of Malt and Wild  
Cherry. This remedy is freed from the bad  
peculiarities Dr. Frothingham so detested, and  
it is precisely the splendid medicine he wished  
for. Use it freely and confidently for Anemia,  
Hysteria, Wasting Complaints, Blood Impuri-  
ties, Asthma, and Throat and Lung Troubles.  
Dr. W. H. B. Atkins, F. R. C. P., London,  
M. D. C. M., Victoria University, M. B.,  
Toronto University, Consulting Physician to  
Home for Incurables, Physician to Toronto  
General Hospital, says: "I am much pleased  
to state that the results from using Wampol's  
Preparation of Cod Liver Oil have been  
uniformly satisfactory; it appealed to me  
as being prepared according to correct sci-  
entific principles." It increases the appetite and  
influences the digestion of food; it is delicious  
to take, will not disappoint you and is effective  
from the first dose. "It represents the dawn  
of progress." At chemists everywhere.

**THE CHINA TRADERS' INSURANCE  
COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

NOTICE is hereby given that the THIRTY-  
EIGHTH ORDINARY MEETING  
OF SHAREHOLDERS in the above Company  
will be held at the Head Office, Victoria, Hong-  
kong, on TUESDAY, the 6th December, at  
11 o'clock in the Forenoon, for the purpose of  
receiving the report of the Directors, together  
with Statement of Accounts to the 30th April  
last, and of declaring Dividends.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 22nd instant to the  
6th proximo, both days inclusive.  
By Order of the Board of Directors,  
JAMES WHITTALL,  
Secretary.  
Hongkong, 14th November, 1904. [1233]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

(on and after 1st October, 1904.)

**TIME TABLE**

**WEEK DAYS.**

6.45 a.m. to 7.00 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.



## Intimations.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

## CONFECTIONERY

We beg to notify the  
Arrival of our New  
Season's Confectionery.

IMPORTED FROM THE LEADING

London and  
Parisian Houses.

## SELECTIONS

OF THE  
PUREST  
AND

## BEST QUALITY

from the Simplest to that of

The Finest and Most  
Recherche Character.

**A. S. WATSON & Co.,**  
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 19th November, 1904.

TELEPHONE NO. 156.  
CABLE ADDRESS: "ACHIEVE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

**A CHEE & CO.,**  
祥利廣  
17, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.

PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS.

COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN FOR AMATEURS.  
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

**ESPECIAL OLD TOM GIN.**  
Marshall and  
Elvy's

**Satinette**  
DOUBLY DISTILLED  
AND OF  
MATURED AGE.  
OBTAINED FROM—  
THE MUTUAL STORES,  
De Vaux Road.

Hongkong, 11th May, 1904.

**NOTICE**  
All communications intended for publication in  
The "HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Ice House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.  
**SUBSCRIPTION RATES (IN ADVANCE).**  
DAILY—\$10 per annum.  
WEEKLY—\$13 per annum.  
The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
accessible to messenger. On copies sent by post an  
additional \$1.40 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 30 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, SATURDAY, NOVEMBER 26, 1904.

## LOCAL AND GENERAL.

The old s.s. *Thales*, captured by the Japanese  
near Chiofo, has been sent to Sasebo.

The U.S. naval collier *Hydrus* will return from  
the target practice station at Mire Bay on  
Tuesday.

The U.S. supply ship *Supply* left this morning  
for Cavite, P. I. whence after a two weeks stay,  
she will return to her station at Guam.

This afternoon the children from the Union  
Church Sunday School were taken in launches  
for a picnic to Quarry Bay, leaving Murray  
Pier at 1.30 p.m.

A VERY large number of Hongkongites left this  
afternoon for Macao, to be present at the ball.  
The band of H.M.S. *Penelope* went over to  
play the dance music.

The King has approved of the appointment of  
the Hon. Gershom Stewart to be an unofficial  
member of the Legislative Council—viz. the  
Hon. C. S. Sharp resigned.

The Hongkong and Shanghai Banking  
Corp. have drawn in the last few days  
Tls. 2,000,000 in bar silver from Hongkong, and  
Tls. 1,000,000 in bar silver from Hankow, reports  
the *Shanghai Times*, of 21st inst.

The s.s. *Empress of Japan* is now in No. 1  
berth at the Hongkong and Whampoa Dock,  
where she is undergoing an overhaul, and  
minor repairs to her boilers, etc. She is ex-  
pected to leave the dock about Monday week.

It must have surprised the members of the  
Amateur Dramatic Club, to learn from the  
columns of the *Daily Press*, that they put on a  
performance of "Dorothy" last night!

CHANG YEN MAO, the ex-director General of  
the Chinese Engineering and Mining Com-  
pany, Ltd., has been decorated by the Throne  
with a 3rd rank button, and is appointed as the  
special representative of China to settle the  
C. E. & M. Co.'s affairs in London.

ANOTHER native Roman Catholic priest has  
been murdered by the malcontents of Nin-hae  
in Chekiang. The deceased was the brother  
of the one murdered not many months ago, for  
which the French Consul exacted a high in-  
demnity from the Chinese officials. The priest  
was stabbed to death on his way to preach in  
a village. No arrest has been made. The  
case is now in the hands of the French Consul.

In their weekly share report, Messrs. Erich  
Georg & Co., referring to Indo-China shares,  
state: "It may be of interest to note that the  
average dividend paid since 1881 equals 4.91  
per cent., while the average dividend for the  
last ten years is 7.10 per cent., and taking the  
last five years, the average dividend is 8.40 per  
cent., and that the reserve funds, which in 1897  
stood at £40,000, now amount to £395,000 ac-  
cording to last year's accounts, with a paid up  
capital of £495,892."

Two coolies were arrested yesterday for being  
in possession of a couple of rolls of heavy black  
cloth, reasonably suspected of having been  
stolen. The men were carrying the goods in a  
big gunny bag on their bamboo pole, when a  
detective thought it advisable to investigate,  
and stopped the men. The latter immediately  
dropped the bundle and tried to do a bolt; but  
they were no sprinters, and were soon in the  
lock-up. Chief Inspector Hanson, of the De-  
tective service, prosecuted the men, before  
Mr. Hazland, when the case was remanded to  
enable the owners if possible to be traced. It  
is believed that the loot is the result of coolies  
broaching cargo in transit from ship to shore.

AN accident happened on Thursday night to  
Mrs. Harston-Love, when going to the Circus  
in a ricksha. It appears that on the road  
near the Polo Ground there is a big heap  
of stones in readiness for repairing work  
and in the darkness, the light that should have  
marked this danger-spot, either not burning at  
all, or else burning so dimly as to be useless, the  
ricksha ran full butt into the heap, turned  
over, and fell on top of Mrs. Harston-Love.

The stones were very sharp and pointed,  
and the unfortunate lady received some  
very severe cuts about the face, arms and  
legs, one being particularly serious just beside  
the temple over the left eye, causing it to swell  
up to an abnormal size, and entirely laying her  
out for two days. In the fall, she also had the  
misfortune to lose a valuable jewel. We were  
glad to see that she was somewhat better last  
night, though bearing marks of her ill-  
treatment at the hands of those responsible for  
the unprotected, or not properly protected,  
heap of stones.

## GREEN ISLAND CEMENT

COMPANY, LIMITED.

"UNUSUALLY GOOD YEAR."

INCREASE OF CAPITAL.

An extraordinary general meeting of the  
shareholders of the above Company, was held  
this forenoon at the offices of the General  
Managers, Messrs. Shewan, Tomes and Co.,  
Princes Buildings. Hon. R. Shewan presided,  
and there were also present Hon. Sir C. P.  
Chater, C.M.G., and Hon. W. J. Gresson, (Con-  
sulting Committee), Messrs. A. A. Babington, E.  
A. Hewitt, Turner, C. A. Tomes, T. Skinner,  
R. C. Wilcox, F. H. Goddard, Fung Wa Chun,  
and N. H. Rutherford (Secretary).  
The Secretary having read the notice con-  
vening the meeting.

The Chairman said:—Gentlemen,—Before  
I proceed to put the resolutions just read to  
the meeting I will as briefly as possible ex-  
plain the necessity for more capital. We have  
added to and extended the capacity of the fac-  
tories here and at Macao until we can go no fur-  
ther. We have now reached a total output of  
34,000 barrels per month, but the demand has  
more than kept pace with our enlargements so  
that in spite of all we have still to suffer the  
chagrin of seeing good orders go past us. We  
have therefore to practically begin an addition-  
al factory. After very thorough study of the  
whole question we have decided to put up a  
rotary plant instead of Aalborg kilns as before.

Rotary kilns are now giving great satisfaction  
in Europe and America. To begin with the  
first cost of the plant is considerably less and  
in our case the saving is still greater as we can  
take advantage of a good part of our present  
installation for the working of these kilns,  
while as compared with the old kilns the quality  
of the cement produced though not on the  
whole any higher than at present will have  
certain qualities which will recommend it to a  
particular section of our customers. Our  
Superintendent, Mr. Oldall, studied these kilns  
at home some time ago and recommends their  
adoption, and our Chief Engineer, Mr. Hewitt,  
being on a holiday we took advantage of his pre-  
sence in England to place orders for a two  
rotary kiln plant complete making, as far as  
possible special arrangements for adding one  
rotary kiln or more if required later on.

These two rotaries will give us about  
16,000 barrels per month additional, a large  
increase in proportion to the cost of the new  
plants, which we estimate will be something  
under £400,000. Our present overdraft with  
our bankers is £425,000, and there is the divid-  
end which may be reckoned at not more than  
£200,000, so that altogether the proposed  
£1,000,000 new capital and premium will not  
be more than enough for our wants. We shall,  
however, be in a much stronger position and,  
as the more we make the lower the cost, we  
should be able to produce our cement at a  
price which should defy competition. As  
every one knows this Company had to pay  
dearly for its experience; it cost us practically  
all our original capital and years of work and  
struggle against adverse conditions, which do  
not obtain in Europe or America, and we do  
not envy any rivals who should attempt to take  
a new concern through all that this Company  
underwent at its inception. We have had an  
unusually good year, but we cannot count  
upon always having a large Admiralty Dock  
contract to fall back upon such as we have at  
present. It is never safe to prophesy unless  
one knows, but as the end of the year is so  
near and I know that shareholders are anxious  
for a word on the subject I will go so far as to  
say that at a rough estimate, for it is impos-  
sible to give figures that are at all exact without  
taking stock and closing all our books, our  
profit this year should be about 40 to 50 per  
cent more than last year.

No questions being asked,  
The Chairman moved the following resolu-  
tions:

That the Capital of the Company be  
increased from \$1,000,000 (divided into  
10,000 shares of \$10 each) to \$1,500,000  
(divided into 150,000 shares of \$10 each) by  
the creation of 50,000 new shares of \$10  
each to be offered and if accepted to be  
allotted to the persons constituting the  
shareholders of the Company according to  
the Company's Register of Shareholders on  
the 28th day of February, 1905, at a premium  
of \$10 for each and every single share of  
such 50,000 new shares in the ratio and  
proportion of one new share for every two  
old shares in the Company held by the  
respective Shareholders thereof; the  
amount payable on each of such new  
shares respectively (including the said  
premium of \$10 per share) to be paid as to  
one equal half part thereof on the 31st day  
of March, 1905, and as to the remainder  
thereof (including the balance of the said  
premium) on the 30th day of June, 1905.

And that failing such allotment as  
aforesaid the said new shares be disposed  
of by the General Managers in accordance  
with the Company's Articles of Association.

And that for the purpose of facilitating  
the carrying into effect of the above Resolu-  
tion the Transfer and other Books of the  
Company be closed for the space of seven  
days as on and from the 1st day of March,  
1905.

Mr. E. A. Hewitt seconded, and the motions  
were unanimously agreed to.

This terminated the business, the chairman  
announcing that a confirmatory meeting would  
be held later on.

## THE WEATHER.

The following report is from Mr. J. J. Plunier,  
Chief Assistant of the Hongkong Observa-  
tory.

On the 26th at 11.45 p.m. the barometer  
has risen rapidly in N. China and more moder-  
ately to the southward and has fallen in Japan  
and over the Pacific.

The greatest pressure is over the Yangtze  
valley and to the northward and the least in  
the southern Philippines. Fresh to strong  
N.E. monsoon will prevail in the Formosa  
Channel and fresh monsoon over the northern  
part of the China Sea.

Forecast:—Fresh N.E. winds, dry.

## THE GOVERNOR ON SANITARY

SCIENCE.

PRESENTATION OF CERTIFICATES.

H. E. the Governor (Sir Matthew Nathan,  
K.C.M.G.) at the City Hall, last night, presented  
the certificates gained by Inspectors of Nui-  
sances, etc., in connection with the examinations  
held during the year under the auspices of the  
Hongkong Sanitary Institute. Amongst a  
fairly large attendance were:—Dr. J. M. Atkin-  
son (President of the Sanitary Board), Dr. B.  
T. Barnett (Hon. Secretary), Mr. A. H. Ough,  
Hon. W. J. Gresson, Mr. E. A. Hewitt, Col. W.  
E. Webb, R.A.M.C., Captain Fitz William, Cap-  
tain Smith, A.D.C., Hon. P. N. H. Jones, (Di-  
rector of Public Works), Hon. Dr. Ho Kai,  
Hon. Wei Yuk, Mr. C. A. Rumjahn.

Dr. J. M. Atkinson said:—Your Excellency  
and Gentlemen,—It will be within the recol-  
lection of most of you that the Hongkong branch  
of the Sanitary Institute was formally opened  
on the 6th October last year by H. E. Sir Henry  
Blake. During the first session 35 lectures and  
two demonstrations were given by the follow-  
ing gentlemen:—Drs. Pearce and Hunter,  
Captain Fitz William (Army Service Corps),  
and Messrs. Ough, Gibbs, Lemm, Harker,  
Browne, Bryan, Gibson and Jaffe. It will be  
seen from the list that we have been successful  
in obtaining the assistance of some of the local  
architects, engineers and military officers.

This opportunity might be taken to thank these  
gentlemen for the time and labours they have  
bestowed. We wish to encourage this outside  
assistance as much as possible as by this means  
the branch will be established on a firmer basis,  
and will appeal more to all sections of the  
community. The classes were held at Queen's  
College in a room kindly lent for the purpose  
by the Headmaster, the average attendance at  
each lecture being twenty-two. Examinations  
were held in March last by a Board of Examin-  
ers appointed by the Home Institute for the  
certificates in Practical Sanitary Science, and  
for the Inspector of Nuisances certificates.

With reference to the Inspector of Nuisances  
examination a practical as well as a theoretical  
knowledge with the subjects set out in the  
syllabus is required, and the Local Government  
Board, London, accept the certificate as evidence  
that the person possessing it is qualified for  
the office of Inspector of Nuisances, in any  
urban or rural district outside London. It is  
similarly recognised in Edinburgh and Dublin.

The Government has decided to refund the  
money spent in fees by those Inspectors suc-  
cessful in the examination. In the Inspectors'  
Examination a prize of \$50 in books was given  
by Mr. Fung Wa Chun to the first, won by Mr.  
H. J. W. Gidley, and a second of \$25 in books  
which was won by Mr. R. Bennett. Thanks  
to the liberality of some of their supporters,  
amongst whom were several Chinese gentle-  
men, we have been able to hire a large room  
in Wyndham Street, next to the German Con-  
sulate, which is used as a lecture and reading  
room. This session lectures are being deliv-  
ered on Tuesday and Friday evenings, whilst  
commencing in February a course of lectures  
for inspectors of meat and other foods will be  
given by the Colonial Veterinary Surgeon, and  
Captain Fitz William, A.S.C., and application  
will be made to the Home Institute for au-  
thority to hold the examination. I think we  
may congratulate ourselves on the growth of  
this infant branch of what is now the Royal  
Sanitary Institute, as by the last mail news has  
been received that His Majesty the King has  
graciously consented to give his patronage  
to the parent Society. Most of the success we  
have already attained is due to the efforts of  
our Secretary, Dr. Barnett, and especially to  
the Assistant Secretary, Mr. Carter, who all  
along has had the interests of the branch at  
heart and has done all in his power to foster it.

H. E. the Governor then distributed the  
certificates as follows:—

Practical Sanitary Science: Patrick A.  
Cunningham, Robert Edwin Hemmings, John  
Lemm, Arthur P. Samy.

Inspectors of Nuisances certificate: R.  
Bennett, C. W. Coysh, S. M. Gidley, H. J.  
Gidley, J. T. Longstaff, G. Morpew, J. Redie  
and W. H. Woolley.

H. E. the Governor then said:—Gentlemen,  
I look on the ceremony to take place this after-  
noon as one of the most important that I have  
attended since I have been in this colony.

The future progress of Hongkong must largely  
depend on the extent to which we can eradicate  
those diseases which disorganise labour and  
prejudicially affect intercourse with other coun-  
tries. No Governor of Hongkong is likely,  
once having read, to forget the picture drawn  
by Sir William Robinson of the condition of  
this city at the height of the first plague  
epidemic ten years ago. Since that first visita-  
tion each succeeding year has added to the  
plague death-roll, though fortunately it has never  
again obtained to quite the high figure of 1894.

Each succeeding year has also seen some mo-  
dification to the plague procedure. Here, as  
in Bombay, when the disease broke out first  
with fearful virulence in 1896, there seemed to  
be a hope that by strict isolation and stringent  
measures of disinfection it might be quickly  
stamped out. This hope has now given way to  
the more rational belief that it is only by  
removing the conditions favourable to the pro-  
pagation of disease as quickly as possible, but  
of necessity gradually, that the recurring epi-  
demics can be prevented. The removal of the  
conditions favourable to propagation of disease  
in a town is what we mean by the sanitation  
of that town. The principles of sanitation are  
simple. They may be summed up as pure air,  
clean water, unpolluted ground, and the letting  
of light into dark places. But while the prin-  
ciples are simple their application by efficient  
ventilation, good water-supply schemes, effec-  
tive drainage and sewerage systems, and the  
intelligent designing of houses is complicated  
and requires a knowledge of many details not  
in themselves attractive and the practical ap-  
plication of this knowledge under conditions  
that of necessity are often repugnant. The  
sanitary worker in his efforts to secure the  
physical purity of a town must study its  
physical impurities and work under trying

impure conditions. In so doing he estab-  
lishes the strongest possible claim on the  
respect and gratitude of the community.  
This claim is recognized where, like this, we  
among people who, with the recognition  
of the relation between cause and effect in-  
herent in the western mind, readily understand  
the object of the various measures he under-  
takes. This task is undoubtedly more difficult  
here in China where disease is not understood  
to be a punishment for the breach of the  
natural laws of physical purity. In this  
country he has to get his work done by  
gradually making his influence felt, and he can  
only succeed in this by giving confidence in  
his carefulness and energy in his firmness and  
scrupulous fairness and in the absolute integrity  
of his purpose and his methods. A disciple of  
Confucius once inquired—what one should do  
in order to get along well with men. A forerun-  
ner answered:—Be conscientious and sincere in  
what you say; be earnest and serious in what  
you do; in that way although you may be in  
foreign countries you will get along well with  
men. But if in what you say you are not con-  
scientious and sincere and, in what you do,  
you are not earnest and serious, even in your  
own country and in your own home, how can  
you get along well with men? Keep these  
principles constantly before you, as when  
driving in a carriage, you keep your eyes  
on the head of your horse. In that way  
you will get along well with men. And the  
disciple had these words engraved on his belt.  
I have now said enough to justify the  
interests I take in the earnest and serious  
body of men that meet together in the evening  
at No. 10, Wyndham Street, and to explain  
also the great pleasure it gives me to publicly  
recognize their work by presenting to some of  
them the certificates of the Royal Sanitary  
Institute which has so recently been placed  
under the patronage of our King. I take this  
opportunity of reminding the gentlemen here  
present that the branch of the Royal Sanitary  
Institute at Hongkong, which was established  
at a public meeting held in this hall on the 6th  
October last year at which my predecessor was  
present, was originally due to a suggestion  
from the present acting Sanitary Surveyor Mr.  
Carter who, I know from Chinese as well as  
European testimony has the powers of getting  
along well with men. (Applause).

The meeting closed with a vote of thanks to  
the Governor, proposed by Mr. E. A. Hewitt.

## THE SUGAR INDUSTRY.

The following notification is published in the  
*Gazette* in substitution of Government notifica-  
tion No. 747 published on the 13th November,  
1903, which is cancelled:—

It is hereby notified that for the purposes of  
regulation No. III in His Majesty's Order in  
Council of the 11th day of August, 1903, made  
under the Imperial Sugar Convention Act of 1903,  
(3 Edw. 7), the superintendent of imports and  
exports of Hongkong for the time being is the  
"Fiscal Authority" for this Colony and that all  
certificates of origin relating to sugar to be  
exported must accordingly be declared before  
him and must be in the form of which copies  
can be had on application at the harbour office.

In accordance with the regulations made on  
the 17th day of November, under section 3 of  
the Sugar Convention Ordinance, 1903, a fee  
of \$5 will be payable at the time of making  
each declaration.

## THE "POK WA" NOT.

AN INQUIRY.

Yesterday, Mr. H. H. J. Gomeriz held an  
inquest into the cause of the death of the two  
native children who died some time after taking  
an evening meal.

The following jury was empanelled:—Messrs.  
J. W. C. Bonner (Foreman), John Lemon, and  
W. F. Barford.

On the 18th ulto. a Chinese boy aged about 11  
years, and a girl aged about 13 years, after  
partaking of their evening meal of rice, fresh  
vegetables, fresh fish and preserved prunes,  
became ill and died between 11 p.m. and  
midnight. Dr. Swan testified to performing the  
post mortem examination on the bodies at the  
mortuary, and said that while the general con-  
ditions pointed to death by poison he was  
unable to find any traces of any particular  
poison. The brother of the deceased stated  
that no other member of the family had  
suffered or been ill as an effect of the  
food eaten on the day in question, nor had  
they been in any way ill since then.

Mr. Wate, Assistant Government Analyst, was  
of opinion that the cause of death was datura  
poisoning. The datura plant grows commonly  
about Hongkong, and bears a long funnel-shaped  
white blossom. The Resident Surgeon of the  
Tung Wa testified to the common use among  
the Chinese of the datura flowers, for asthma  
and also for producing insensibility, etc.  
Witness stated that the brother of the deceased  
informed him that the deceased had eaten a lot  
of the Pok Wa flowers, and that they helping  
to him in his shop. His Worship said this  
was very important, and wanted to know why  
that fact had not been communicated to the  
police. Witness said he did not know what the  
"Pok Wa" was called in English, but it was  
used both as food and for medicinal purposes.

Witness, continuing, said he had not known  
of any case of poisoning from eating these  
flowers or seeds. They were good for many dis-  
eases besides asthma. The brother of the de-  
ceased, re-called, stated that he did not remem-  
ber saying that the deceased had eaten the  
seeds. He had seen such seeds, but had none  
in his shop. He did not remember where he  
saw them. Here the witness quibbled and was  
warned by His Worship that he would be liable  
for contempt of Court, and said he must answer  
the questions, unless he thought they would  
incriminate him, and then His Worship would  
judge as to their propriety. The witness then  
admitted that he had had such seeds in his  
shop within the last month, but had none now.  
The inquest was then adjourned for the pur-  
pose of obtaining expert medical evidence as to  
the nature and properties of the Pok Wa root.

## THE CONTRABAND CASE.

It was our intention in this issue to have  
reproduced the judgment in the act on brought  
by the *Onaka Shosen Kaisha* v. the owners of  
the s.s. *Pronchess*, but delivered by the Chief  
Justice yesterday. So far Sir Henry has not  
had an opportunity of revising the proofs, and  
as we understand there are many important  
corrections to be made we hold over the matter  
until this has been done. His copy was hand-  
ed to one representative of the Press on the  
understanding that a proof would be submitted  
for his perusal.

## NAVAL NOTES.

The flagship *Glory* with Admiral Sir Gerrard  
Noel aboard may be expected to arrive in pri-  
vate tomorrow from her visit to Singapore and  
Penang. She left the southern settlement on  
Wednesday last. The *Leviathan*, which has  
been north is expected to call here on the 5th  
prox. for a few days prior to proceeding to the  
Mediterranean Station where she is to relieve  
the *Zacharie*, which proceeds to Chatham and  
pays off. In all probability, on the homeward  
voyage, the *Leviathan* will meet H.M.S. *Sully*,  
which has been commissioned for service in  
the Far East, and which relieves the *Leviathan*.  
The new ship departs from home on or about  
Tuesday next.

## HARMSTON'S CIRCUS.

A large audience assembled at this popular  
place of amusement last night, the majority  
being evidently attracted by the promised pony  
jumping contest, and the disappointment was  
proportional when Mr. Love came forward and  
announced that the contest would not take  
place, as the owners of ponies, eleven in num-  
ber, had withdrawn at the last moment. He  
stated that it was the first time after thirty of  
such contests that he had had to apologise to  
the public for his non-fulfilment of his promise  
but it was a matter entirely out of his control,  
and the best he could do would be to put on  
the exhibition of the performing lions just im-  
ported, and trained by Captain Lindo. This  
performance was advertised for to-day, but  
under the circumstances Captain Lindo had  
consented to produce his lions then in lieu of  
the absent ponies, and the trophy, to have  
been given to the winner of the contest,  
would be disposed of in some other way. The  
lions were then introduced and provided a dis-  
tinct sensation. After going through several  
jumps over their trainer, the intrepid tamer  
appeared to ship, and one of the lionesses was  
immediately on his shoulders, with her teeth  
dangerously near to Captain Lindo's neck.

For a moment it looked seriously as if a tragedy  
was about to be witnessed, but the captain,  
never losing for a moment his presence of  
mind, managed to slip from under the paws of  
the animal, and with a smart lash across its  
head, sent it bounding to the other end of the  
cage. The performance then went on without  
hitch the trainer being greeted with hearty  
rounds of applause as he left the cage unhurt.  
The other items were all up to their usual high  
standard of excellence, and were fully ap-  
preciated by the audience. It may be re-  
marked that these newly-imported lionesses  
are very fine animals, and are well worth a  
visit.

## FRENCH INTERVENTION IN

KWANGSI.

On the 12th inst. at three p.m. the French  
Minister paid a visit to the Wai Wu Pu, where  
he had an interview with Na Tung, during  
which the former declared that in view of the  
increased activity of the Kwangsi rebels the  
repeated defeats of the troops, the alarming  
reports about the exhaustion of the military  
funds by the newly-appointed Governor of  
Kwangsi, and the entreaty for reinforcements  
by the Governor of Hunan, the rebellion, it is  
evident, is far from being suppressed. On the  
contrary, it has become a menace to existing  
conditions in China. Therefore, continued the  
French Minister, the French Government is  
determined to intervene, with troops and  
money, in the hope of effecting a suppression.  
A reply dealing with this declaration is ex-  
pected from the Chinese Government. The above  
is taken from the *Eastern Times*, and we  
reproduce it for what it may be worth.

A CHEROF telegram of 21st inst. says that the  
German steamer *Progres*, and the English  
steamer *Kuiping*, have arrived there from  
Vladivostok. They report that the harbour of  
Vladivostok is systematically mined, and that  
the town is strongly fortified and almost im-  
penetrable. There are plenty of provisions.  
Especially large quantities of coal have been  
stored. The cruisers *Resol*, *Revol*, and  
*Grandboy* were, when the two steamers left, in  
good condition. The customs office in Vlad-  
vostok is closed. The shipping is placed under  
the control of a naval officer.

## SHIPPING AND MAILS.

MAILS DUE.

French (*Tankin*) 25th inst.  
Indian (*Lightning*) 30th inst.  
Indian (*Kuising*) 7th prox.  
American (*Doris*) 8th prox.  
American (*Manchuria*) 17th prox.

*Manchuria* sailed from Seattle for  
Japan on 23rd inst.

*Manchuria* sailed from Seattle on 23rd  
inst. for Japan, Shanghai, Hongkong and  
Manila.

The O. S. S. Co. & C. M. S. N. Co. s.s. *Manchuria*  
sailed from Victoria, B.C. on 24th inst. for  
Hongkong via Japan, Korea, Shanghai and may  
be expected here on January.



## TELEGRAM

(Reuters.)

## Snow Storm in Eng'nd.

LONDON, 24th November.

There has been a great gale in the North Sea causing several wrecks and loss of life. Blinding snow storms have occurred in the north and the midlands of England; telegraph lines were broken and trains delayed. Their Majesties the King and Queen of Portugal were snowed up at Chatsworth, where they were the guests of the Duke of Devonshire.

LATER.

## German and Japanese Trade in China.

Under the auspices of the Colonial Society, the traveller, Herr Wons, in a lecture in Berlin drew attention to the ubiquitous activity of Japanese traders in China, which ubiquity "was menacing German trade, even in our Shanghai; where the Japanese and not the Germans had benefited by the increase of trade resulting from the Tsingtau-Tientsin railway." He contrasted, unfavourably to the Japanese, their commercial morality against that of the Chinese and complained that the Japanese Courts were prejudiced against foreigners. He believed that the real object of the war was the commercial and industrial expansion of Japan, and warned his hearers that if the Japanese were victorious the Chinese would give increased support to Japanese trade and German trade would be stranded "high and dry."

## New Russian Loan.

The German bankers have taken up twenty, and the Paris bankers thirty millions of the Russian 5% loan of £50,000,000, redeemable in five or seven years to be issued in January.

(N. C. D. News.)

## Japanese Progress at Port Arthur.

Tokio, 19th November.

It is unofficially stated that the forts on Ehrungshan and Sungshushan were blown up at 2.30 p.m. on the 17th instant.

LATER.

It is reported that the Japanese mining operations resulted on the 17th inst. in the blowing-up of the flanking defences of the forts on Ehrungshan and Sungshushan, destroying the bulk of the Russian machine guns and the breastworks.

According to Vladimir's *The Chin-Japan War*, Sungshushan (Pine-Tree Hill) is 103 metres high, and had one fort on it ten years ago; Ehrungshan (Two-Dragon Hill) is 82 metres high, and had seven forts on it. These, with the forts on Itzshan (Chair Hill) form the key to the whole defence of Port Arthur.—Ed.

20th November.

General Nogi reports that the fire from the naval guns yesterday afternoon blew up the magazine near the Arsenal. He adds that the Japanese operations against the forts are going on according to the prearranged scheme.

## News From the Shaho.

Tokio, 20th November.

At dawn on the 18th inst. a Russian detachment made a counter-attack near Usinlungun on the left bank of the Upper Shaho, which was repulsed.

Since the morning of the 18th inst. the Russians in the vicinity of Shahopao have been indirectly bombarding with large mortars and field-pieces, presumably for the purpose of destroying the Japanese defences, but so far without doing any damage.

The same day, a body of Russian infantry was discovered near Usinoyentsai. The Japanese opened fire, and the Russians fled in confusion.

Huanglasihtun and other villages to the south have been burnt by the Russians.

LATER.

Marshal Oyama reports that at noon yesterday the Japanese fired at and drove back a force of Russian infantry constructing works at Liu-chiangtung, with massed infantry in their rear.

At other points there is no change.

## THE SEA SERPENT.

ITS DISCOVERY.

We are able to give something like conclusive evidence of the real existence of the sea serpent and its pre-historic ancestor, says *Science*. The official recognition of the sea serpent's existence at the present time, by scientists in the United States Government service will undoubtedly prove a great shock to the incredulity of millions of people who have always regarded that marine monster as a myth. Simultaneously the French Zoological Society has just given to the world a mass of positive facts respecting the megaplophos or sea serpent, while our own scientists are hastening to express their belief in the creature's existence, his pedigree, habits, and general appearance.

The latest and by far the most authoritative account of the observation of a sea serpent was made lately by the officers and crew of the French warship *Ducloux* on the Indo-Chinese station. They saw the monster in the Gulf of Along, near Haiphong.

In his report to the Admiral the commander says: "I was standing on the bridge when my attention was directed to a round, dark mass in the water, about 300 yards to port. Soon it rose out of the water, and by the undulatory movement that followed I saw that it was in the presence of an enormous sea monster."

It appeared like a flat-bodied serpent of about a hundred feet in length.

"It appeared to have a soft, black skin covered with marble spots, and the head, which rose about sixteen feet out of the water, closely resembled that of an enormous turtle with huge scales. It blew up two jets of water to a height of about fifty feet. It moved slowly through the water at a speed of about eight knots, and when about 150 yards from the gunboat plunged beneath it like a submarine, reappearing on the surface about 400 yards away."

The commander ordered a broadside of shrapnel to be fired at the monster, but this apparently had no effect. Another French naval officer, Lieut. Lagetille, saw a similar creature off the same coast, and stated that it was of a greyish hue.

IN ABUNDANCE.

The French Zoological Society has received a report from Professor Emile C. Racovitz, who declares that the megaplophos is actually abundant in the region on the coast of Tonkin which bears the general name of the Bay of Along.

The plesiosaur, which roamed the seas during the Jurassic period, has been recognised as one of the modern sea serpent's mightiest and most formidable pre-historic ancestors. Several species of this monster of the deep are known to science and specimens have been found ranging from dwarfs 20 feet in length to full-grown types, which must have measured in life at least 75 feet from nose to tip of tail. In this particular monster the tail had not developed to any great extent. In fact, comparatively speaking, it was extremely short. This was because the plesiosaur relied more upon its enormous paddles than its tail for propelling power. The paddles were from 7 to 15 feet long and placed far back. This accounted for the short tail and very long neck. The plesiosaur's head was relatively small, being not more than eight feet long. Its most distinguishing features were the elongated snout and the double rows of conical teeth, each one foot long and inserted in a distinct socket.

## ATTEMPTED ASSASSINATION AT SHANGHAI.

On Saturday evening 11th as His Excellency Wang Chih-chun, ex-Governor of Kwangsi province, was leaving the Chinkochun foreign-styled restaurant, on Hupeh Road, where he had been dining, and was on the point of entering his brougham, an individual who had been lying in wait near the restaurant door for his Excellency's appearance, went up to the latter and, pretending to salute him by bending on one knee, attempted to draw a six-shooter (which the would-be assassin kept in his boot) upon the ex-Governor. Fortunately, the ex-Governor had two stalwart body servants by him at the time, and one of them being of quicker eye than his comrade saw the suspicious movement of the would-be assassin, and just as he was drawing the revolver caught hold of the man by the arm in such a way that he could not present the weapon at his intended victim. Finally, the would-be assassin was taken to the Police station and will all likelihood appear at the Mixed Court this morning, says the *N. C. D. News* of 21st inst.

It subsequently transpired that the would-be assassin's name was Wan Fu-hua, forty-one years of age and a native of Anhui province (Wong Chih-chun is a native of Hunan), and it is said that he desired the ex-Governor's life because the latter was in the pay of the Russians and a traitor to his country. Wong Chih-chun is, however, a man reduced to the ranks—a cashiered official—seventy-one years of age and, in very bad odour with the Empress Dowager on account of his bombastic boasts to her Majesty of his ability to crush the Kwangsi rebellion in four months. As a matter of fact the ex-Governor can hardly be termed "a dangerous man," and we understand he came from his temporary residence somewhere in Anhui province about three months ago, in response to invitation from a number of his fellow provincials now in Kwangtung as expectant officials, to assist them in the agitation to prevent the American syndicate constructing the Hankow-Canton Railway from selling their interest to a Belgian, French, or Russian syndicate. We further learn that the would-be assassin furnished the Police with the names of a number of young men, members of an educational club on Park Street, called the "Hsing-hsio Hui," i.e., "Advancement of Education Society," whom he (Wan Fu-hua) declared to be his accomplices. These youths were arrested yesterday and brought before the Mixed Court. It is also stated that Wan Fu-hua has a houseboat which is moored by the Chinese Bank, outside the East-gate of the native city here, and that this boat has been seized by the Taoist runners who searched it but, so they say, found nothing incriminating on board.

There is a rumour that a few youths who have been studying in Japan are filled with a burning desire to emulate the heroic deeds of Japanese. "Soshi," who occasionally put away any they consider traitors to, or enemies of, their country. This may be true; but there is reason to believe that Wan Fu-hua was playing as it were to the gallery, when he declared to the Police that he wanted to put away Wang Chih-chun, for trying to sell his country to the Russians, instead of the truth, namely, that he had done so in order to satisfy a private revenge. Having done the heroic deed the man found it necessary to give out as fellow-conspirators the names of a number of harmless youths whose greatest sin is an admiration of Western costumes and desire to do them. One can imagine the kind of patriot we have in Wan Fu-hua, and the stuff that is in him, when presumably without torture or coercion, he volubly unrolls a string of names to the Police accusing the bearers of them of being in the same boat as himself. We understand that the local mandarins in the city, under instructions from the ex-Governor, have demanded that Wan Fu-hua and his so-called fellow-conspirators be turned over to their tender mercies. We trust the authorities will stand firm and refuse to do so.—*N. C. D. News*.

## THE HEART OF OLD JAPAN.

A VISIT TO NARA.

The heart of old Japan, writes Miss E. Scidmore in an American journal, abides still at Nara, the capital of the empire during the eighth century, and reigns of those seven Nara emperors. Like Kamakura, it is now but a shadow of itself, the city of 500,000 inhabitants shrunk to a country town of less than a tenth that population, its one long street running down from the temple gates to the railway tracks, a ribbon between green fields. Here and there on the green, plain and among the groves at the foot of the hills are soaring temple roofs and slender spired pagodas that were once surrounded by the dwellings and all the busy life of a great city. The oldest Buddhist temples in Japan are at Nara and its vicinity, and to one of them an emperor bequeathed all his personal possessions, every article which his palace contained, the most unique treasure house in all the world. The life of the eighth century is there complete, and the furniture and domestic utensils, the art treasures and ornaments, the books, the costumes, the musical instruments, and every possible belonging have been stored there intact for 1,100 years in a wooden building that has miraculously escaped destruction by fire. The world hears of the contents of this imperial storehouse, but none see them save the officials who are deputed to break the seals each year, open the cases, verify the lists, air and replace the treasures of the empire: Photographs and minute descriptive lists were made sixteen years ago, and several articles have been duplicated for exhibition at Tokio, but too much sacredness attaches to these personal properties of a deceased emperor for the government to transfer them bodily to a fireproof building and let the vulgar gaze at them. There are Chinese potteries, textiles, and bronzes there, Persian brocade and metal work, Indian and Greek objects, and an epitome of all the Japanese arts of that day—all of them stored in the original wooden building, raised on high posts from the ground, the oldest style of Japanese building, which only too plainly suggests its Malay origin. The five-storied pagoda by the pond, midway in the long ascending street, is the most graceful and beautiful of the many pagodas around Nara. It has stood, picturesque, for 500 years, as the successor of one built 700 years earlier. After the restoration, when zealots went madly about restoring Shinto shrines to their own priests and purifying them of all Buddhist trappings and appanages, a wicked lot of vandal work was done in the name of the Shinto religion. Gateways, belfries, revolving libraries, and especially pagodas were torn or let burn without any attempt at saving them. The rope was around the Nara pagoda and the mad Shinto enthusiasts were exhorting the crowd to pull away when some of the townspeople gathered courage to protest, to argue the other way, and save the precious old tower. The splendid lines of its massive roofs, the airy spire and the fairy wind bells swinging at the corners of the wonderfully bracketed eaves, all gain in one's estimation when one remembers the chance by which it survived to us. There is a second three-storied pagoda in this same enclosure of the Kokukoji temple, but the great gateways and buildings were destroyed by fire and never rebuilt, and here remain but minor shrines and storehouses.

There are some remarkable carved wooden statues in one shrine, but before another spreads a noble pine tree planted by the great priest, Kobo Daishi, as a perpetual green offering to the Healing Buddha. Its lower branches are trained away 100 feet in one direction and 130 feet in another and rise gracefully in a rounded green dome sixty feet in the air. For twelve centuries faithful guardians have watched over this pine tree, trained, and propped, and led it away in its picturesque lines, and every year thinned its foliage to an even green cloudiness, and picked out the heart of the leaf ends on each branch and twig to restrain its wild growth. A thousand years has but added to its beautiful lines, and Kobo's pine tree seems good to remain a thing of beauty for as many years again. There is a splendid old wistaria vine behind the temple which would be even more wonderful if all this countryside did not contain many other trellises of great extent surrounding twisted and gnarled wistaria trunks that are like those of ancient pine trees. When the purple tassels droop two feet, three feet, five feet long, then it is a sight to see, and almost unreal to walk under the canopy of pendent flowers. One deplored the racial limitations, too, that prevent him from putting his soul into a line or two of graceful verse in praise of the blossoms, and fastened the leaf of poetry to the old vine, as even the humblest appearing of the pilgrims around one so often do. The wistaria is the flower of Nara, the crest of its oldest shrine, and now is the time to see the great temple park, many of whose ancient trees are overrun to their higher branches with the coils of the wistaria vines, their bunches of purple flowers and lighter foliage mixing with the sombre evergreens. There are old trellises here and there away from the road, and in one temple courtyard such a giant vine, with its great loops and twists of thick barked trunk stems, as would alone be worth coming to Nara to see. In this same courtyard of the Kasuga temple, a Shinto shrine dedicated to the imperial ancestors of twelve centuries ago, the attractions of Nara almost seem to culminate. The red and white buildings, with their eaves swinging with votive brass lanterns, are dwarfed by the great trees that tower above them, and although the simple mirror and folded papers are all that one sees in the shrine's interior, there are treasures of old paintings, masks, swords, armour and costumes in the treasury that have been handed down for the ages that the temple has been in existence.

THE Viceroy and Governor of Kwangtung wired jointly to the Throne saying that they cannot, under the present circumstances, find £1,200,000 for the army reforms, which sum was demanded by the Central Government.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts in their report of yesterday's date state:—

During the past week the market has ruled steady and a fair general business has been transacted.

The following dividends have been declared: The Oriental Consolidated Mining Company, Limited, 50 cents (gold), and Messrs Hall & Holtz, Limited, \$1.00 per share, the latter payable on the 28th instant, in Shanghai.

Banks.—Hongkong and Shanghai Banks continue to rule firm with inquiries for shares at \$705. The London rate remains unchanged at £70. Nationals are weaker and have-sellers at \$39.

Marine Insurances.—China Traders are in demand at \$63½. North Chinas have improved and sales have been effected in Shanghai at Tls. 96. Unions have further advanced to \$660 and are inquired for. There is no alteration in the other stocks under this head.

Fire Insurances.—China Fires continue in request at \$30. Hongkong Fires have been done and close in further request at \$33½.

Shipping.—Hongkong, Canton and Macao Steamboats have again been dealt in at \$39½. Indo-Chinas have changed hands at \$129 and \$130 and more shares are offering at the lower figure. Douglas Steamships have been placed at \$34 and China and Manila remain unaltered at \$24. Star Ferries are quiet at \$40 for the old and at \$30 for the new shares. Shell Transports have been booked at 24½. Shanghai Tugs (ordinary) can be placed at Tls. 52½; the preference shares have weakened and may be had at Tls. 50.

Refineries.—China Sugars have been done at \$35½ and 1236 closing steady. Luzons are wanted at \$6.

Mining.—Chinese Engineering are as er with sellers at Tls. 6½. We have added to our list the Oriental Consolidated Mining Company, Limited. There are buyers for the stock at G. \$16. No business has been done in Raubus and the quotation remains at \$5.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quiet at \$219. Earnings have reacted to Tls. 180 at which rate shares have changed hands and more can be placed. Kowloon Wharves are steady at \$115. Hongkew Wharves have not maintained their position and have declined to Tls. 135 and Tls. 134½ for the old and new shares respectively, at which rates sales have taken place. Geo. Fenwick are on offer at \$46.

Lands, Hotels and Buildings.—Hongkong Lands are without business at \$148. Shanghai Lands have been sold and have further sellers at Tls. 118. Hongkong Hotels have appreciated and are in demand at \$140. Sales are reported of Astor House Hotels (Shanghai) at \$29 and of Hotel des Colonies at Tls. 19. Humphreys' Estates have changed hands at \$3.

Cotton Mills.—Ewos have been fixed at Tls. 2½ and Tls. 25. Internationals are inquired for at Tls. 20½. Hongkong Cottons continue in request at \$11½.

Cigar Companies.—Sumatras are in demand at Tls. 65.

Miscellaneous.—Further sales of Gean Island cements have been effected at \$32. The interim dividend of 50 cents per share on the old issue of A. S. Watsons is paid to-day, and both the old and new shares are now quoted at \$13. Dairy Farms have found buyers at \$12. China Borneos have been placed at \$13 and \$12½ and close with sellers at the latter rate. Hall and Holtz have been sold at \$31. Langkats have considerably strengthened and shares have changed hands at improving rates up to Tls. 298.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	110/110
Do. demand	110/110
Do. 4 months' sight	110/110
France—Bank T.T.	237
America—Bank T.T.	451
Germany—Bank T.T.	192
India T.T.	1401
Do. demand	1402
Shanghai—Bank T.T.	712
Japan—Bank T.T.	922
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	1133

Buying.

4 months' sight L/C.	111
6 months' sight L/C.	111½
30 days' sight San Francisco & New York	46½
4 months' sight do.	47½
30 days' sight Sydney and Melbourne	1114
4 months' sight France	241
6 months' sight do.	243
4 months' sight Germany	1468
Bar Silver	27 1/16
Bank of England rate	3 3/4

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New	@ 1,100/1,130
" Old	@ 1,150/1,200
" Older	@ 1,220/1,300
" Oldest	@ 1,300/1,340
Patna New	@ 1,170
Benares New	@ 1,120
Persian Paper	@ 870/940

## To-day's Advertisements.

LADY AND GENTLEMAN want to share half house in VICTORIA or KOWLOON, or take Rooms with separate use of kitchen; exchange of references required.

Apply to—

"X."

C/o Hongkong Telegraph.

Hongkong, 26th November, 1904. [1276]

## FOR SALE.

OWNER GOING HOME.

BLACK AUSTRALIAN GELDING, height 14½. Polo Certificate.

Apply—

ATOOS STABLES, East Point.

Hongkong, 26th November, 1904. [1277]

## To-day's Advertisements.

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA.

"DOROTHY."

Will be Produced on the following dates:—

TO-NIGHT.

(SATURDAY), 26th November, 1904.  
(MONDAY), 28th

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be open between the hours of 9 A.M. and 4.30 P.M. each day.

Refreshment Bar in the "Stockbroker's Room," near the Dress Circle, for the convenience of Seat-holders in the Dress Circle and Stalls.

The Pit Refreshment Bar is near the Pit Entrance.

Refreshments supplied by the Hongkong Hotel.

Stalls and Dress Circle... .. \$3.  
Pit Stalls... .. \$2.  
Pit... .. \$1.

Sailors and Soldiers in uniform half-price to Pit Stalls and Pit.

ARTHUR CHAPMAN,  
Business Manager.  
Hongkong, 26th November, 1904. [1177]

HONGKONG JOCKEY CLUB.

NOTICE.

A RACE will be run on SATURDAY, the 3rd December, 1904, at 7.30 A.M., as follows:—

ST. ANDREW STAKE.—Open to Subscription Grifins of this Season only. Catch weights over 10 stone 10 lbs. Native Riders allowed. Distance Half-a-mile.

Entrance \$5 Post Entries.  
By Order,  
T. F. HOUGH,  
Clerk of the Course.  
Hongkong, 26th November, 1904. [1278]

HARMSTON'S CIRCUS AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

LOCATION: CAUSEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT!!

Captain Lindo will enter the Den of the Four Forest Brad Nubian Lions "Kitty," "Fie," "Champion" and "Empress."

PRICES OF ADMISSION:

\$3, \$1, \$1 & 50 Cents (for Chinese only).

N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

ADMISSION 20 CENTS.

N.B.—The Electric Tramway Co. will run Special Cars before and after the Performances.

Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO Co.

MADAME HARMSTON-LOVE, Proprietress.

ROBERT LOVE, Manager.

R. ALTON & A. LEONARD, Agents.  
Hongkong, 26th November, 1904. [1250]

TO LET.

A 2-STORY GODOWN, with Water Frontage.

Apply to—

JARDINE, MATHESON & Co.,  
Hongkong, 26th November, 1904. [1279]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 26th November, 1904. [1275]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 13th December, at 1 P.M., the Company's Steamship "TOURANE," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on MONDAY, the 12th December, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

L. BRIDOU,  
Acting Agent.

Hongkong, 26th November, 1904.

## Intimations.

GREGOR &amp; CO.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG.

WILL OPEN their

OFFICE

ON THE

1ST DECEMBER, 1904.

AT

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR

(WM. POWELL &amp; Co.'s old premises).

GREGOR &amp; CO.

Hongkong, 23rd November, 1904. [1266]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	Dps
GLASGOW and LIVERPOOL	"MOYUNE"	9th December.
GLASGOW and LIVERPOOL	"HECTOR"	14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	17th December.
GLASGOW and LIVERPOOL	"HYSON"	20th December.
GLASGOW and LIVERPOOL	"PELEUS"	27th December.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	6th December.
AMSTERDAM, LONDON & ANTWERP	"DIOMED"	20th December.
* GENOA, M'LES, HAVRE & L'POOL	"NINGCHOW"	22nd December.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	30th November.
	"PELEUS"	28th December.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th November, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"NINGPO"	27th November.
MANILA	"TEAN"	29th "
MANILA	"TAMING"	6th December.

PORT DARWIN, THURSDAY ISLAND,  
COOKTOWN, CAIRNS, TOWNSVILLE,  
BRISBANE, SYDNEY & MELBOURNE.\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 26th November, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardesses carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	AMOY and MANILA	SATURDAY, 3rd Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 10th Dec., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 26th November, 1904.

AMERICAN ASIATIC STEAMSHIP  
COMPANY.FOR NEW YORK via SUEZ CANAL.  
PROPOSED SAILINGS.

Steamship	About
"CLAVERDALE"	30th December, 1904.
"RAS ISSA"	20th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 7th November, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, "
"ARABIA"	1,483	Bahle	February 20th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

TSANG FOO & CO.,  
COAL MERCHANTS AND STEVEDORES,  
48, DEE YUEN ROAD.SHIPS Coaled from alongside at the shortest  
notice, and with all possible despatch.  
Prices Moderate. Telephone No. 359.  
Hongkong, 1st October, 1904.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
*Hongkong Telegraph* Co., Ltd.  
Hongkong, 30th September, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW" 1,300 J. P. MARTIN.  
"KWONG TUNG" 1,238 H. W. WAI KEE.  
Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).  
These Five New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.Passage Fare—Single Journey \$4  
Meals ..... (Each) 1The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th February, 1904.

## HONGKONG-CANTON LINE.

## THE British Steamship

"YING KING,"  
Captain E. J. Page, of 1,088 tons, Registered,  
is the newest, fastest, and most luxuriously fur-  
nished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.

1st Class ..... \$3.00 for Single Journey.

2nd " ..... 1.50

Meals ..... 1.00 each.

The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 216, Wing Lok Street.WENT & Co.,  
Canton Agents.

Hongkong, 24th June, 1904.

## EXCURSION TO MACAO.

## THE Splendid Steamer

"YING KING,"  
Captain Page, will make an EXCURSION  
TRIP TO MACAO, on EVERY SUNDAY,  
leaving the Company's wharf at the end of  
Wing Lok Street, at 8.30 A.M., and returning  
from Macao at 7.30 P.M.The Steamer will lay alongside the S.S.  
Perseverance's wharf at Macao.

## FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return ..... \$3.00, " \$5.00

Tiffin and Dinner may be had on Board

at \$1 each meal.

YUK ON & Co., LD.,  
S. A. NORONHA,  
Macao Agent.

Hongkong, 2nd September, 1904.

[998]

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 8 A.M. and on Sun-  
days at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single  
Ticket, \$1; Return, \$2; 3rd Class, Single, 30  
cents, Return, 50 cents; Steerage, 10 cents.TIPPIN and DINNER can be supplied  
either on Board, or at the Macao Hotel, for  
returning passengers only, at an extra charge  
of \$2.On Sundays, passengers desiring to have a  
Private Cabin which has accommodation for  
two or more passengers, will be charged \$3  
extra.First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.MING ON & Co.,  
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

[997]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

## VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

About

"ST. HUGO" ..... 6th December.

"SHIMOSA" ..... 16th "

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 23rd November, 1904.

## Shipping—Steamers.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

## "TONKIN."

Captain Schmitz, will be despatched for the  
above Ports, on or about MONDAY, the 28th  
instant.For Freight or Passage, apply to  
L. BRIDOU,  
Acting Agent.

Hongkong, 22nd November, 1904.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR AMOY, STRAITS AND RANGOON.

## THE Company's Steamship

## "PURNEA."

Captain Pearson, will be despatched as above,  
on TUESDAY, the 29th instant, at Daylight.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 21st November, 1904.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA.

## THE Company's Steamship

## "NAMSANG."

Capt. Geo. Payne, will be despatched as above,  
on WEDNESDAY, the 30th instant, at 3 P.M.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 23rd November, 1904.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "SIMLA."

Captain F. R. Summers, carrying His  
Majesty's Mails, will be despatched from this  
or BOMBAY, on SATURDAY, the 3rd  
December, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. CHINA, 7,912 tons,  
from Colombo, Passengers' accommodation in  
which vessel is secured before departure from  
Hongkong.Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Peritia*,  
due in London on the 15th January, 1905.Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 19th November, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C. AND TACOMA,

## VIA

## MOJI, KOBE AND YOKOHAMA.

## Steamers

Tons Captains Sailing.

Platades 3,753 F.G. Purinton Ab. Dec. 17

Tremont 9,606 T. W. Garlick Jan. 10

Lyra 4,417 G. V. Williams Feb. 9

Platades 3,753 F.G. Purinton Mar. 4

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable

steamer for Manila.

Tremont 9,606 T. W. Garlick Abt. Jan. 2

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. *Shawmut* and *Tremont*  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop, and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to

DODWELL & Co., LIMITED,  
General Agents.

Queen's Buildings.

Hongkong, 31st November, 1904.

## Consignees.

NORDDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ EITEL FRIEDRICH,"

of the NORDDDEUTSCHER LLOYD,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk in the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.,  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 30th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on TUESDAY, the 29th instant,  
at 9.30 A.M.All Claims must reach us before the 5th  
of December, or they will not be recognized.  
No Fire Insurance will be effected.Bills of Lading will be countersigned by the  
Undersigned.

## NORDDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 23rd November, 1904.

## PACIFIC-MAIL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

## "CHINA."

The above Steamer having arrived, Consig-  
nees of Cargo are hereby requested to send in  
their Bills of Lading for countersignature, and  
to take immediate delivery of their Goods from  
alongside.Cargo impeding discharge and undelivered  
by THURSDAY, the 24th instant, at Noon,  
will be landed and stored at Consignees' risk  
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,  
Agent.

Hongkong, 21st November, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "NUBIA"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From London, &c., by S.S. *Moldavia* and  
*Sardinia*.From Persian Gulf, by B.I.S.N. and D. & P.  
S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M. TO-DAY.Goods not cleared by the 26th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 20th November, 1904.

## For Sale.

## FOR SALE

INCANDESCENT,  
SCENT,  
Gasoline,  
Lamps of all  
descriptions  
from the best  
makers.Incandescent  
Mantles,  
Chimneys,  
Globes, Sha-  
des, &c., for  
Gasoline and  
Gas Lamps at  
the most  
moderate  
prices.Lamps fixed  
up for Buyers  
free of charge.Naptha of the  
best kind  
kept in stock.TAI KWONG CO.,  
56, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

[1246]

## CURES

## MEN &amp; WOMEN

Big is a non-poisonous  
remedy for any functional  
discharge and inflammation  
irritation, or ulceration of  
mucous membranes. Painless  
and does not irritate the  
urinary tract.

GOLD BY CHEMISTS

Circumstances may require  
the use of the medicine.



## Shipping.

Arrivals.	From	Agents	Due
Pitsanulok, Ger. s.s., 1,267, C. Fuchs, 25th Nov., Bangkok 15th Nov., Rice—B. & S.			
Elizabeth Rickmers, Ger. s.s., 997, G. Gütsche, 25th Nov., Bangkok 15th Nov., Rice—M. & Co.			
Andree Rickmers, Ger. s.s., 1,020, H. C. Köhn, 25th Nov., Bangkok 15th Nov., Rice—R. & S.			
Maria Valeria, Aust. s.s., 2,643, Berberovich, 25th Nov., Kobe and Shanghai 22nd Nov., Gen.—S. W. & Co.			
Purnea, Br. s.s., 2,127, J. B. Pearson, 26th Nov., from Rangoon and Straits, Gen.—J. M. & Co.			
Atlantic, Am. s.s., 670, Anticenti, 26th Nov., Manila 19th Nov., Sugar—Barretto & Co.			
Decima, Ger. s.s., 794, Schalkier, 26th Nov., Chefoo 21st Nov., Gen.—S. W. & Co.			
Keemun, Br. s.s., 1,277, R. Couradi, 25th Nov., Singapore 19th Nov., Gen.—B. & S.			
Loongmoon, Ger. s.s., 1,245, F. Kalkofen, 26th Nov., Shanghai 23rd Nov., Gen.—S. & Co.			
E-Sang, Br. s.s., 1,127, W. F. Richard, 26th Nov., Tientsin 18th Nov., and Chefoo 21st Nov., Gen.—J. M. & Co.			
Germania, Ger. s.s., 1,714, J. Bruhn, 26th Nov., Bangkok 18th Nov., Rice—J. & Co.			
Derwent, Br. s.s., 1,562, J. Jenkins, 26th Nov., Saigon 21st Nov., Gen.—Man Fat & Co.			
Hopsang, Br. s.s., 1,319, Jas. M. Hay, 26th Nov., Moji 21st Nov., Coal—J. M. & Co.			

Clearances at the Harbour Office.

*Itha Verde*, for Macao.

*Pak Kong*, for West River.

*Sun Chong*, for Canton.

*Kwangshai*, for Shanghai.

*Hoi Ho*, for West River.

*Hallan*, for Swatow.

*Samsen*, for Swatow.

*Kongnam*, for Kwong-chow-wan.

*Yingking*, for Canton.

*Kwongshai*, for Swatow.

*Tak Hing*, for West River.

*Loongmoon*, for Canton.

*Kwongtung*, for Canton.

*Wo Ping*, for West River.

*E-sung*, for Canton.

*Wampoa*, for Shanghai.

*Ningpo*, for Ningpo.

*Clam*, for Balic Papan.

*Wingchai*, for Macao.

*Sungking*, for Amoy.

*Halaban*, for Batavia.

*Departures.*

Nov. 26.

*Sungking*, for Manila.

*Wampoa*, for Shanghai.

*Wingchai*, for Macao.

*Kennedie*, for Yokohama.

*Samsen*, for Swatow.

*Jibai*, for Chinwantao.

*Ningpo*, for Shanghai.

*Kwongshai*, for Shanghai.

*Kwangtung*, for Shanghai.

*Loongmoon*, for Canton.

*Decima*, for Canton.

Per *Purnea*, from Singapore—1,200 Chinese.

Per *Keemun*, from Singapore—678 Chinese.

Per *Derwent*, from Saigon—504 Chinese.

Per *E-Sang*, from Tientsin, &c.—Miss Stella Bancroft, and 11 Chinese.

Per *Maria Valeria*, from Shanghai—Mr. Seid, Mr. and Mrs. Gloria, and Mr. Kovarsky.

Per *Loongmoon*, from Shanghai—Major and Mrs. Selby, Miss Lund, Mr. Klepsch, Mr. and Mrs. M. Bensa, Messrs. Seitz, Witt, and 42 Chinese.

## Vessels in Port.

Steamers.	From	Agents	Due
Agincourt, Br. s.s., 2,876, Worsnop, 3rd Oct., Hainan 1st Oct., Ballast—Order.			
America, Maj. Jap. s.s., 3,437, E. Bent, 17th Nov., San Francisco 19th Oct., Honolulu 26th, Yokohama 9th Nov., Kobe 11th, Nagasaki 12th, and Shanghai 15th, Mails and Gen.—T. K. K.			
Breiz Huel, Fr. s.s., 2,933, J. B. Andraus, 19th Nov., New York 26th Sept., Petroleum—S. O. Co.			
China, Am. s.s., 3,187, D. E. Friele, 21st Nov., San Francisco 25th Oct., and Shanghai 19th Nov., Mails and Gen.—P. M. S. S. Co.			
Clam, Br. s.s., 2,364, Evans, 24th Nov., Balic Nopel 15th Nov., Liquid Fuel—A. K. & Co.			
Edendale, Br. s.s., 717, Moss, 4th Nov., Saigon 28th Oct., Rice—Master.			
Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 22nd Nov., Vancouver 31st Oct., and Shanghai 19th Nov., Mails and Gen.—C. P. R. Co.			
Germania, Ger. s.s., 538, H. Flügel, 23rd Nov., Kiel 20th Sept., Ballast—S. & Co.			
Haitan, Br. s.s., 1,183, J. S. Roach, 25th Nov., Foochow 22nd Nov., Amoy 23rd, and Swatow 24th, Gen.—D. L. & Co.			
Hai Ping, Br. s.s., 1,267, Grey, 23rd Nov., Haiphong 21st Nov., Rice—A. P. M.			
M. Struve, Ger. s.s., 966, P. Brandt, 23rd Nov., Tamsui 20th Nov., Amoy 21st, and Swatow 22nd, Gen.—O. S. K.			
Nam-Sang, Br. s.s., 2,591, Geo. Payne, 23rd Nov., Calcutta 6th Nov., via Penang and Singapore 15th Nov., Ballast—Order.			
Orange, Br. s.s., 1,001, Joh. Dannevig, 22nd Nov., Bangkok 8th Nov., and Anglin 14th, Gen.—S. W. & Co.			
Suisang, Br. s.s., 1,776, F. Wheeler, 25th Nov., Samarang (Java) 13th Nov., Sugar—J. M. & Co.			
Supply, Am. transport, 4,343, Comdr. G. F. Dyer, U.S.N., 22nd Nov.—Shanghai 19th Nov.			
Taming, Br. s.s., 1,350, Pennefather, 25th Nov., Manila 22nd Nov., Gen.—B. & S.			
Tea, Br. s.s., 1,346, A. Sommerville, 18th Nov., Manila 15th Nov., Gen.—R. & S.			
Tungchow, Br. s.s., 987, Parkis, 23rd Nov., Shanghai 20th Nov., Ballast—Order.			
Yatsing, Br. s.s., 1,423, Sellar, 23rd Nov., Kraksaan (Java) 12th Nov., Sugar—J. M. & Co.			

## SAILING YACHTS.

Empress Mendelick, Fr. b.q., 1,576, Moret, 6th Nov., New York 12th June, Oil in Patent Cases—S. O. Co.

Eric T. Ray, Am. b.q., 918, Kartin, 6th Aug., Manila 20th June, Timber—Order.

Prince Robert, Br. masted b.q., 2,155, Hansen, 22nd Nov., New York 9th July, Kerosene—S. O. Co.

Hongkong & Whampoa Dock Returns.

U.S.S. Fathomer ... at Kowloon Dock.

Agincourt ... " " "

Fronto ... " " "

Heungshan ... " " "

Gauman ... " " "

S.M.S. Forest Blomack ... " " "

Empress of Japan ... " " "

Taming ... " " " Cosmopolitas

## Steamers Expected.

Vessel	From	Agents	Due
Tijlajap	Kuchinotro	C. J. J. L.	Nov. 28
Saigon	Saigon	M. M. L.	Nov. 29
Singapore	Singapore	P. & O. Co.	Nov. 29
Massapequa	New York	S. T. & Co.	Nov. 29
Manila	Manila	H. A. L.	Nov. 29
Argonia	Japan	P. & A. Co.	Nov. 30
Lightning	Singapore	D. S. & Co.	Nov. 30
Tijlajap	Macassar	C. J. J. L.	Dec. 2
Kumang	Calcutta	J. M. & Co.	Dec. 2
Doric	San Francisco	P. M. Co.	Dec. 8
Manchuria	San Francisco	P. M. Co.	Dec. 17
Nicomedia	Portland	P. & A. Co.	Dec. 24

## Ships Passed the Canal.

Outward—25th October—*Kalibia*. 29th October—*Kerman*, *Vauxhall*. 1st November—*Glenesh*, *Ghazee*, *Sophie Rickmers*, *Scotia*. 4th November—*Kintuck*, *Tonkin*, *Dundas*. 8th November—*Willard*, *Moynie*, *Stentor*, *Melionekshira*, *Seneca*. 11th November—*Palawan*, *Rector*, *Ambrta*, *China*. 15th November—*Fernand*, *Laos*, *Benary*, *Indrasamha*. 18th November—*Seydlitz*, *Silverlip*. 19th November—*Hyon*, *Moravi*, *Prinseps Marie*, *Austria*, *Dumde*, *Sobralens*. 22nd November—*Suevia*, *Planet*, *Hindustan*, *Nepune*, *Sithonia*. Homeward—4th November—*Hudson*. 11th November—*Japan*. 15th November—*Patroclus*. 19th November—*Zieten*.

Arrivals at Home—25th October—*Radnorshire*. 29th October—*Glaucus*. 1st November—*Nippon*, *Andalusia*. 4th November—*Louther*, *Benoivich*, *Pak King*, *Idomeneus*. 8th November—*Australien*. 15th November—*Tydeus*. 17th November—*Formosa*. 19th November—*Atholl*, *Sachsen*, *Salanie*. 22nd November—*Sambila*.

## Post Office.

A Mail will close for—

In future, there will be one delivery of correspondence each day on week days only in Shaukiwan, leaving General Post Office at noon.

Pillar Boxes at Arsenal Street and Percival Street will in future be cleared four times a day as under.

Percival Street	8 a.m.—11 a.m.
Arsenal Street	12 p.m.—5 p.m.
	8.5 a.m.—11.5 a.m.
	2.5 p.m.—5.5 p.m.

Macao—Per *Wingchai*, 27th Nov., 8 A.M.

Canton—Per *Purnea*, 27th Nov., 9 A.M.

Kongmoon and Kuchinotro—Per *Tak Hing*, 27th Nov., 9 A.M.

Namtao—Per *Tai-chu*, 27th Nov., 9 A.M.

Sanbuie—Per *Hoi Fu*, 27th Nov., 9 A.M.

Kongmoon and Samshui—Per *Pakking*, 27th Nov., 9 A.M.

Canton—Per *Kinshan*, 28th Nov., 7.30 A.M.

Macao—Per *Wingchai*, 28th Nov., 7.30 A.M.

Haiphong—Per *Hanoi*, 28th Nov., 9 A.M.

Macao—Per *Huangshan*, 28th Nov., 1.45 P.M.

Strait, Colombo and Bombay—Per *Maria Valeria*, 28th Nov., 2 P.M.

Canton—Per *Fatshan*, 28th Nov., 5 P.M.

Amoy, Straits and Rangoon—Per *Purnea*, 28th Nov., 5 P.M.

Namtao—Per *Tai-chu*, 28th Nov., 5 P.M.

Sanbuie—Per *Hoi Fu*, 28th Nov., 5 P.M.

Macao—Per *Wingchai*, 29th Nov., 7.30 A.M.

Canton—Per *Honam*, 29th Nov., 7.30 A.M.

Swatow—Per *Haimun*, 29th Nov., 8 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America*, 29th Nov., 11 A.M.

Manila—Per *Taming*, 29th Nov., 3 P.M.

Manila—Per *Tam*, 29th Nov., 3 P.M.

Canton—Per *Purnea*, 29th Nov., 5 P.M.

Macao—Per *Wingchai*, 30th Nov., 7.30 A.M.

Canton—Per *Kinshan*, 30th Nov., 7.30 A.M.

Singapore, Penang and Calcutta—Per *Namtao*, 30th Nov., 2 P.M.

Batavia, Samarang, Sourabaya and Macassar—Per *Tijlajap*, 30th Nov., 3 P.M.

Canton—Per *Fatshan*, 30th Nov., 5 P.M.

Macao—Per *Honam*, 1st Dec., 7.30 A.M.

Canton—Per *Wingchai*, 1st Dec., 7.30 A.M.

Canton—Per *Purnea*, 1st Dec., 5 P.M.

Canton—Per *Kinshan*, 2nd Dec., 7.30 A.M.

Macao—Per *Wingchai*, 2nd Dec., 7.30 A.M.

Manila—Per *Taming*, 2nd Dec., 3 P.M.

Canton—Per *Fatshan*, 2nd Dec., 5 P.M.

Macao—Per *Honam*, 3rd Dec., 7.30 A.M.

Amoy and Manila—Per *Rubi*, 3rd Dec., 9 A.M.

Europe and India, via Tuticorin—Per *Stimla*, 3rd Dec., 11 A.M.

Canton—Per *Purnea*, 4th Dec., 9 A.M.

Manila—Per *Taming*, 4th Dec., 3 P.M.

Europe and India, via Tuticorin—Per *Stimla*, 7th Dec., 11 A.M.

Manila—Per *Zafra*, 10th Dec., 9 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 10th Dec., 3 P.M.

Europe, &c., India, via Tuticorin—Per *Tourane*, 13th Dec., 11 A.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Changsha*, 14th Dec., 10 A.M.

Manila, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, 14th Dec., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 28th Dec., 11 A.M.

Books containing—

16 Postage Stamps of 4 cents

12 " " " 2 " "

12 " " " 1 " "

May be obtained at the counter of the General Post Office and at Kowloon Post Office. Price \$1.00 each book.

## CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels for the United Kingdom via Gibraltar posted before 3 p.m. on Friday, the 4th November, are due in London about the 11th December, and those posted before 3 p.m. on the 18th of November are due in London on Christmas morning.

With an additional fee of 60 cents parcels may be sent via Brindisi, and if posted before 3 p.m. on the 18th of November would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 18th of November, as the mail per *S. Chusan*, which leaves here on the 3rd of December is not due in London till the 8th of January via Brindisi, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—

For parcels not exceeding 3 lbs. in weight	60 cts.
" " " " " " " "	75 cts.
" " " " " " " "	1 lb. 10 cts.
" " " " " " " "	1 lb. 15 cts.
" " " " " " " "	1 lb. 20 cts.
" " " " " " " "	1 lb. 25 cts.
" " " " " " " "	1 lb. 30 cts.
" " " " " " " "	1 lb. 35 cts.
" " " " " " " "	1 lb. 40 cts.
" " " " " " " "	1 lb. 45 cts.
" " " " " " " "	1 lb. 50 cts.
" " " " " " " "	1 lb. 55 cts.
" " " " " " " "	1 lb. 60 cts.
" " " " " " " "	1 lb. 65 cts.
" " " " " " " "	1 lb. 70 cts.
" " " " " " " "	1 lb. 75 cts.
" " " " " " " "	1 lb. 80 cts.
" " " " " " " "	1 lb. 85 cts.
" " " " " " " "	1 lb. 90 cts.
" " " " " " " "	1 lb. 95 cts.
" " " " " " " "	1 lb. 100 cts.

All parcels containing jewellery or any article of gold or silver must be insured; all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

Correspondence posted here in time for the German Mail of the 23rd instant should be delivered in London on the 22nd December.

## VISITORS AT THE HOTELS.

Hotel	Guests
Barlow, Mr. and Mrs. Lewis, A. R.	
B. J.	
Bingham, Mr. and Mrs. Logan, Jas.	
T. E. and child	
Birbeck, R. J.	
Bisney, Mr. and Mrs. S. Mackie, C. Gordon	
Bisney, Miss	
Bissell, W. S.	
Blair, D. K.	
Blaney, Dr.	
Bogdan, Mr. and Mrs. Menashee, L.	
and infant	
Bonner, E. A.	
Boon, S.	
Borthwick, R. W.	
Borthwick, Mrs. R. W.	
and child	
Bourne, E. R.	
Boyce, W. B.	
Brigton, A.	
Broughall, L.	
Brown, Miss Alice	
Brown, Miss Elizabeth	
Charles, R.	
Clark, T.	
Clark, W. G.	
Corderoy, Mr. and Mrs.	
G.	
Courtney, G. N.	
Craig, H. J.	
Cunningham, G.	
Davies, F. O.	
Davies, J. T.	
Deacon, F. B.	
Dean, G.	
Douglas, Capt. & Mrs. J.	
Downing, T. C.	
Edwards, Mr. and Mrs.	
Edwards, G. H.	
Emerson, A.	
Fisher, H. G.	
Forster, Dr. A. F.	
Freeman, Dr. W. P.	
Frost, Mr. and Mrs. J.	
Glazier, Miss	
Glover, C.	
Gillet, L.	
Grant, A. W.	
Gray, H. C.	
Hall, Capt. I.	
Hanson, J.	
Harding, R.	
Hardy, Mrs. C. S.	
Hogarth, Mr. and Mrs. W. and maid	
Horse, Mr. and Mrs. Wakefield, Mrs. & Miss Wemyss, J. L.	
H. H.	
Howland, Mr. and Mrs. Wessell, J. P. M.	
C. H.	
Hurst, R. N., Engineer	
Capt.	
Icely, Rev. F.	
Jones, Mr. and Mrs. P.	
N. H.	
Kaest, A. E.	
Katsch, E. A.	
Knox, Miss	
Lawson, G. B.	

## KING EDWARD.

Cassett, Capt. E. B.	Kraji, G.
and valet	
Casulli, D. C.	Lughebi, V.
Chaplin, Miss E.	Marie, Lionel
Chaplin, Miss E.	May, Alfred J.
Crowe, Capt. E. S.	May, Ernest A. G.
Daniels, Major W. G.	Nugent, R. N., Comdr.
Ehrhardt, Capt. W.	R.
Hamilton, Mr. & Mrs. R.	Rose, Mr. & Mrs. Thos. I.
L. A.	
Hanner, Thos. A.	Ross, Mr. and Mrs.
Jackson, Mrs. & child	Alex. and family
Jamson, J. Watt	Sellers, E.
Jamson, Mrs. J. W.	Shepherd, Bruce
Kiene, F.	Staeger, O.
Kiene, Mrs.	Urquhart, F.
Kofod, Capt. F.	

## CONNAUGHT.

Alton, R.	Gilleno, Mr. and Mrs.
Barvard, Miss	and child
Barnes, J. B.	Hawley, Dr.
Beers, H. H.	Howard, E.
Bell, Mrs. J.	Jackson, T. B.
Brandon, Miss	Lawlor, Capt.
Brown, J.	Leonard, A.
Cameron, J. D. M.	Love, Mr. and Mrs. R.
Campbell, Mr. & Mrs.	Love, Master W.
Christie, Mr. & Mrs. D.	Macmillan, A. C.
Cooke, W. H.	Menashee, R.
Conin, John	Palmer, Miss
Evans, Mr. and Mrs. U.	Parker, W. T.
Ezekiel, R. M.	Reese, Miss M.
Fabriz, Mrs. J., child	Ross, H.
and nurse	Templeman, C.
Ginnett, Miss L.	Webb-Bowen, M.

## PEAK.

Atkinson, R. D.	Moxon, Mr. and Mrs.
Beattie, J. M.	H. Herbert
Beattie, M. P.	Muelle, Consul E.
Benson, Major & Mrs.	C. H. B.
Bentwick, Mrs.	Ormiston, Major and Mrs.
Boyle, Lady F.	Mrs.
Brown, Col. F. I.	Phillips, Major
Brum, P.	Pollock, K. C. Mr.
Chapman, A.	Post, N.
Chichester, Major and Mrs. A. A.	Ross, Major
David, A. J.	Sayer, Mrs.
Dixon, M.	Smith, C. W.
Dymock, Lieut. A.	Smith, Mr. and Mrs.
Elliott, Capt.	Spalckhaver, W. Q. C.
Ferrier, Col. G. H.	Stevenson, D.
Grant, A. R.	Stokes, Mr.
Hardy, Mrs. E. C.	Stoppa, Mr.
Hassan, Mr.	Story, Mr.
Hazelard, F. A.	Thompson, Mr. & Mrs. W.
Heermann, Mr. & Mrs. P. E.	
Holborow, Mr.	Watkins, R. E., Capt.
Hudig, D.	and Mrs.
Jephies, H. U.	Watson, Mr. and Mrs.
Joseph, Mr. and Mrs. M.	Weston, S. T.
Joshing, Major C. L.	White, Dr. and Mrs. M. J.
Karel, K.	Worsnop, Capt.
Lang, Mr.	Yates, Mr. & Mrs. C. C.
Martin, R.	
Moses, Mr.	

## KOWLOON.

Bennett, W. C.	Plaisant, Mr. and Mrs.
Clark, Mrs. Mary	A. P.
Delaney, Miss Ada	Rowe, Mrs. W. E. and child
Mitchell, Mr.	
Thompson, Major and Mrs. G. S.	Tremonger, Lt. Comdr. and Mrs.
Pinkston, Col.	Watson, Mr. and Mrs. W. H.
Plaisant, P.	

## CRAIGIEBUR.

Clark, J.	Rum, Mr. & Mrs. E. A.
Dunn, G. H.	and child
Denison, A.	Smith, E. Grant
Ferguson, K. C.	Smith, Mr. and Mrs.
Gaskell, Mr. and Mrs. Lauder, P.	Grant
Nicholls, E. A.	Southam, Mr. and Mrs. and child
Nelson, M. G.	Woodward, Mr. & Mrs. and child
Roberts, A.	

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME
------



## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,  
(SUCCESSORS TO G. GIRAULT)  
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and SPIRITS direct from the Growers in France, we are in a position to supply these requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

- 3 qt. bots. Bordeaux.
- 3 " " Beaujolais (Burgundy).
- 3 " " Vin Rosé.
- 3 " " Pomard (Superior Burgundy).

at the exceptional price of \$12 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France, we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—

Mousseux Blue Seal	\$38 per doz. qt.
White Star	Moët & Chandon
Brut Imperial	50 " " "

## ALSO TRY OUR

## BLACK and WHITE WHISKY.



## - PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

## HERMITAGE OF THE MARIST BROTHERS; OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

## PRICE:

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The Half-Litre ..... 2.50

CHAZALON &amp; CO.

Hongkong, 21st October, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$7,000,000 \$50,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 %	\$705 buyers London £70
National Bank of China, Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$250	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$250
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$500,000 \$151,092 \$331,342 \$324,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$638 buyers
North China Insurance Company, Limited	16,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 1/2 %	Tls. 96
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$172,749 \$893 11/- \$826,771	\$2,078,997	\$35 for 1903	5 1/2 %	\$660 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,561	\$319,047	\$6 dividend & \$1 bonus for 1902	8 %	\$50 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,281	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	...	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935 \$250,000 \$260,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	...	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$29 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5 853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$129 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 52 buyers Tls. 50 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	...	...	...	...	...
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 1/2 %	24/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$21,075 \$18,000 \$130,153 Tls. 95,000 Tls. 201,614	\$1,287	\$1.80 & b. 40 cts. 1 ear ending 30.4.04 \$2.90 & b. 20 cts.	5 1/2 % 3 1/2 %	\$40 \$30
Straits Steamship Company, Limited	5,000	\$100	\$100	...	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$150 sellers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	...	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904	...	\$236 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	...	16 buyers Tls. 60
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 61 sellers C \$16 buyers \$5 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 G \$10 G \$8	£7,820 G \$672,091	No. 3 of 1/6	...	Tls. 61 sellers C \$16 buyers \$5 buyers
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$8	none	...	Interim of 50 cents, account 1904	6 1/2 %	...
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents	...	...
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	8 %	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$50,989	\$10,517	\$3.75 for 1903	4 1/2 %	\$26 sellers \$115 sales
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$2 1/2 for 1904	...	...
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,000	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 1/2 %	\$219 sellers
Howarth Erskine, Limited	17,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for 1903/4	7 1/2 %	\$202 1/2 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$27
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$192 1/2 buyers
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	6 1/2 %	\$112 1/2
S. C. Farnham, Boyd & Co., Limited	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	\$7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 180 buyers Tls. 135 sales
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	6 1/2 %	Tls. 132 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	5 %	Tls. 132 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 1/2 %	\$20 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	...	...	Interim of Tls. 2	...	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$30,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,066	Interim of \$6 for 1904	8 %	\$148 buyers
Hongkong Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,985	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 19 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	7 %	\$13 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 118 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	7 %	Tls. 34 buyers Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	...	Tls. 12 buyers \$60 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 25 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 1,362	Interim of \$1 1/2 for 1904	5 %	\$114 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	16 %	\$114 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$2,862	50 cents for the year ending 31.7.04	4 1/2 %	Tls. 201 buyers Tls. 321 sellers Tls. 150
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 1/2 a/c 1898	...	...
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	...
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,389	4 1/2 for 1897	...	...
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$91
Shanghai-Sum-ta Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$13 ex div.
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	...	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$40 buyers
Central Stores, Limited	6,000	\$15	\$12	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$22 sellers \$100
Do. (Founders)	173	...	...	...	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers \$12 1/2 sellers Tls. 75 buyers \$10
China Borneo Company, Limited	24,000	\$15	\$12	none	Nil.	60 cents for 1903	8 %	\$24 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	...	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	8 1/2 %	\$24 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$1 1/2 for year ending 31.7.1903	...	Tls. 40 all sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	Tls. 5 for 1902	7 1/2 %	\$100 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	\$5 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$32
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,706	\$1.50 for 1903	11 1/2 %	\$31 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$3,115	Final of \$1 1/2 making \$3 1/2 for 1903	7 1/2 %	\$160 buyers
Hall & Holz, Limited	21,000	\$20	\$20	\$186,000	\$3,104	£1 div. and 2/- bonus for 1903	6 1/2 %	\$15 buyers \$9 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	\$1.00 for year ending 30.4.1904	5 1/2 %	\$300
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$20 for year ending 30.11.1903	6 1/2 %	\$255
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	Interim of \$4 for 1904	7 1/2 %	\$10 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$10 for 1903	7 1/2 %	\$20 ex div.
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of 20 cts. and 50 cts. bonus making \$1.50 for the year ended 30.9.04	9 1/2 %	\$20 ex div.
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$899	\$1.00 for the year ended 30.9.04	9 1/2 %	\$20 ex div.
Kate Brothers, Limited	10,000	\$100	\$100	\$375,000	...	\$13 for 1903	5 1/2 %	\$135 buyers
Law, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	9 %	\$135 buyers
Maatschappij tot Mijn- en Landbouwen- opheffing in Langkat	25,000	Ts. 100	Ts. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarter of Tls. 10 paid 15.9.04	12 %	Tls. 298 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 160 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 140,000 \$6,000	Tls. 7,580	Interim of 10/- for 1904	7 1/2 %	Tls. 387 1/2 buyers
Singapore Dispensary, Limited	600	\$25	\$25	none	Dr. \$39,020	\$5 for year ended 31.7.1903	5 1/2 %	\$90
South China Morning Post, Limited	6,000	\$25	\$25	...	...	None	...	\$25 nominal
Steam Laundry Company, Limited	50,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	...	...	First year	...	\$4 sellers \$160 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	\$1 div. and 25 cents bonus for half year ended 30.9.1903	7 %	\$38 1/2 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$25,551	None	...	\$14 buyers
Tientsin Native City Waterworks Company, Ltd.	2,944	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 133
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	(50 cents) for year ended 31.5.1904	9 1/2 %	\$51 buyers
Do. (Founders)	100	\$10	\$10	...	...	\$1.70 for year ended 31.5.1904	16 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	31 for 1903	10 1/2 %	\$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 70 cents making \$1.20 for the year ending 30.6.1904	11 %	\$11 sellers



# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No 4709

晚十二月十年十三緒光

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六拜禮

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### NOTICE

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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### CONTENTS.

#### Births, Marriages and Death.

#### Leading Articles:—

The Macao-Canton Railway Convention.

A Russian Threat.

The Baltic Fleet.

Thanksgiving Day.

Port Hamilton.

#### Telegram:—

The War.

Port Arthur Bombardment.

Port Arthur Buildings Afire.

Eluding the Japanese Blockade.

Port Arthur.

#### Meeting:—

The Hongkong Steam Water-Boat Co., Ltd.

Green Island Cement Company, Limited.

#### Legal Intelligence:—

The Collision in Hongkong Harbour.

A Steward's Bill.

A Question of Garnishment.

The English Officer's Claims.

#### Folio:—

Trans-Conductor in Trouble.

Prosecution under P.L.O. Ordinance.

The "Pak Wa" Nur.

#### Correspondence:—

The Forthcoming Regatta.

#### Miscellaneous Articles and Reports:—

Cricketers at Dinner.

The Inter-port Cricket Week.

The Fall of the Curtain.

The Governor on Sanitary Science.

"Dorothy."

Zone Time.

Four Thousand Years of China.

A Forthcoming Masonic Banquet.

Naval Wedding at Hongkong.

The Odd Volumes Society.

Oxford Local Examinations.

The Smoking Concert.

The China Traders' Insurance Co., Ltd.

Kowloon Bowling Club.

The Sugar Industry.

Fire in Kennedy Town.

Fire in Stanley Street.

Station Hotel, Kowloon.

Game in the New Territory.

The Sugar Industry.

The Subscription Griffins.

Fatal Affray.

Coolies for the Panama Canal.

The Macao-Canton Railway Convention.

Commercial Treaty between China and Portugal.

Shipping Notes.

The S.S. Canton.

S.S. Agincourt's Repairs.

The S.S. Hong Moh Case.

The S.S. Fri-2 Eitel Friedrich.

The Grounding of the *Thitis*.

The American Railway Concession Cancelled.

#### Macao Notes.

Serious Collision at Woosung.

French Intervention in Kwangsi.

Hongkong as a Rebel Base.

Attempted Assassination at Shanghai.

Sketches of Native Life in South China.

The Button Rock Lighthouse.

China's Financial Problem.

Execution by Ling Chi.

The Indemnity Question.

The Siege of Port Arthur.

The Late Mr. Justice Leach.

Partnership Registration.

Chinese British Subjects in China.

Incident in the China Sea.

#### Commercial:—

Weekly Share Report.

Fortnightly Market Report.

Freight.

Shanghai Share Report.

Exchange.

Opium.

#### Local and General.

### BIRTHS.

At Brighton, Sussex, England, on Oct. 12th, the wife of ETHELBERG FORBES SKERCHLY, of a son.

On Nov. 8th, at Erin, Syed Alley Road, Singapore, the wife of T. H. BAY, of a son.

At Grasslands, St. Thomas's Walk, Singapore, on the 10th inst., the wife of T. J. SEED, Resident Engineer, Singapore Tramways, of a daughter.

At Wuhu, on the 11th inst., the wife of W. F. KER, H.B.M. Consul, of a son.

At 5, Woosung Road, Shanghai, on the 15th of November, 1904, ALEXANDER, ALLAN, Chemist, aged 33 years.

On the 15th November, at Singapore, the wife of A. S. LERESCHE, of a daughter.

At Calmar House, Singapore, on 16th November, the wife of D. STUART CAMMICK, of a daughter.

On 18th November, at No. 2, Range Road, Shanghai, the wife of WALTER ENGLAND WILSON, of a daughter.

### MARRIAGE.

On 11th November, at the Holy Trinity Cathedral, Shanghai, by the Rev. A. J. Walker, B.A., ARTHUR JOHN, son of William Trelawny Kent, of London, to FLORENCE, daughter of Robert William Minter, of London.

At St. George's Church, Penang, on the 11th inst., by the Rev. H. C. Henham, P.A.R.C., daughter of Alfred Canning, Perth, to ROBERT MADIGAN, of Ipoh.

### DEATH.

On Nov. 14th, at his residence, The Cottage, 33 Cavanagh Road, Singapore, JAMES RODYK, aged 34, deeply regretted.

## The Hongkong Telegraph

### MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, NOVEMBER 26, 1904.

## THE MACAO-CANTON RAILWAY CONVENTION.

(19th November.)

In our editorial comments on Thursday last on the recently concluded Treaty of Commerce between Portugal and China, we closed the article with the statement that hopes run high at Macao that the railway between that colony and the capital of South China will raise it, figuratively speaking, from that "Slough of Despond" into which the apathy of the home Government had allowed it to sink, by an utter disregard and culpable negligence of the best commercial interest of the erstwhile leading entrepot of European trade in China. In penning those lines little did we imagine that the Convention, by virtue of which the railway concession was obtained for the Portuguese-Chinese Company, was a document reflecting neither credit to the negotiator (on the part of Portugal) nor securing any material advantage to the colony of Macao generally, or to the Portuguese shareholders in the enterprise in particular. We go further than this and have no hesitation in characterizing the Convention as a document virtually establishing the inferiority of Portuguese diplomacy to the astuteness of Celestial statesmanship. That any European nation should have been capable of becoming a party to a compact so derogatory to its prestige, is surprising at the present period of China's helplessness. But nothing causes wonder in all that concerns the effete Government of the Portuguese Kingdom. The unsatisfactory terms of the Treaty concluded by Senhor d'Azevedo Castello e Branco in 1902 should have placed his Government on the guard against delegating to him the delicate task of discussing the terms of an agreement, which might have been fraught with so many advantages to the Gem of the Orient Earth. Minister Branco's second essay is no better than the first. Instead of redeeming the error into which he fell when he affixed his signature to the Treaty of 1902 he perpetrates a blunder in the Macao-Canton Railway Convention by reducing a projected enterprise, ostensibly the creation of Portuguese subjects, into the tutelage of the Chinese Government. Article I. establishes the head office of the Company in Macao, and the fourth clause of the same Article stipulates that "as this railway is constructed by Portuguese and Chinese merchants, the Portuguese Government can, under no pretext, interfere with the affairs in connection with this Company." It is a remarkable admission on the part of the Portuguese Minister of the undesirability of any Portuguese control over the enterprise when half the capital is that of his own nationals. In the event of any difference arising (and there are bound to be many in an undertaking of such magnitude) it is pertinent to inquire to whom are Portuguese subjects to look for the protection of their interests if their own Government can, "under no pretext," interfere with the affairs of the Company? The conclusion is forced upon us that a Chinese tribunal is the ultimate place to carry the dispute to. China has not yet arrived at the stage of Japanese civilization that can do away with the question of extraterritoriality in the same way as the latter nation has done in its own kingdom. The effect of the subsequent Article IX. as to reference of all questions which may hereafter arise to the Chinese High Authorities and the Minister of Portugal in Peking, is wholly nugatory in presence of the 4th clause of Article I. As is recognised in all commercial communities Portuguese Government interference in trade matters is not wholly desirable; but that their own Minister should cry "bad fish" is as unexpected a procedure as the wording of the Convention is undiplomatic and offensive to his fellow-subjects. Another section calculated to complete the absolute cession of control to the Chinese Government is Art. III which reads: "As most of the shareholders are Chinese and the railway is located, for the most part, in the territory of Kwangtung, it is agreed that the regulations concerning shares, shareholders' rights, directors, auditors, and general meetings of the shareholders, will be framed in accordance with the Chinese law concerning commercial companies sanctioned by the Imperial Decree of 5th day of 12th moon of 29th year of Kwangsu (21st January, 1904)." The term "most" conflicts with the context of the preceding Article clause 2) which provides that the Chinese

subjects will have one half of the shares and the Portuguese will have the other half. The proportion of the respective holdings is therefore equal. For the present we limit our observations to the international aspect of the question, and it is seen that the Chinese statesmen engaged in the negotiations have decidedly scored at the expense of Portuguese prestige. When time and space permit of it we shall revert to the material side of the subject, and will have no difficulty in discriminating between the better judgment and far-sight of the Chinese diplomats as against Senhor Branco's lack of wisdom in acquiescing to terms which, instead of being of any benefit, will operate to the detriment to the interests of the Portuguese colony.

## THE RUSSIAN FOREIGN OFFICE.

(21st November.)

Many disquieting rumours have been current of late in Europe concerning Admiral Alexieff, the Viceroy of Greater Russia, who, it is generally believed, is likely to take the place of Count Lamsdorff in the Foreign Office. Whether there is any truth in the report is difficult to say, but there is no denying the fact that the presence of the Count has been most beneficial, especially of recent date. He has been known as a peaceful and diplomatic minister, the very antithesis of Admiral Alexieff, who, it will be remembered, is largely responsible for the present war and the unfortunate position that the Russians have found for themselves in the Far East. If Admiral Alexieff, who has already had an audience of the Tsar, is to oust the Count out of a position that he has very capably filled, one need not look very far ahead to foresee complications in Europe. The fact remains, however, that the Russian Court party, headed by the Grand Dukes, have for some time past made great efforts to get rid of Count Lamsdorff, and there are very good reasons for suspecting that they are exerting themselves to have Admiral Alexieff appointed in his stead. That the Tsar would allow such a well-tried servant to be forced to yield up his position to a man who, as he himself said some months back when the Admiral's name was mentioned in his presence, had brought nothing but ill luck, appears improbable; but one has only to look back upon the past year to see how often it is the improbable which happens in the Russian Court. Various accounts are abroad concerning the Viceroy's standing with the Tsar and we hear one day of the determination of His Majesty to dismiss the Admiral from the service with scanty thanks for his management of affairs, and the next that, on the contrary, the Viceroy has implored his sovereign to accept his resignation without result. It would certainly be unlike what we have seen of Alexieff in the past, to suppose that he is in reality anxious to escape from the responsibilities of position, and the rumours of stormy interviews between himself and both Skrydloff and Kurapatkin would seem to bear out the belief that he is fighting to the last to maintain his prerogatives and will suffer no encroachments thereon. It is pretty well known that he is by no means on good terms with his colleagues and that much blame is attached to him for the way in which affairs in the East have been mismanaged by them. Alexieff's friends at Court have been strong enough to force the Tsar's hand, and the Admiral has returned to St. Petersburg. In the short period which has elapsed since the Tsar elevated him to the position of Viceroy, Alexieff has shown himself to be less the servant of Nicholas than the puppet of a party and through his faithful adherence to their orders he has learned the impossibility of serving two masters. Now that he is back again at the Russian capital attention must soon be directed to quarters other than the Far East, for should he be placed in charge of foreign affairs disaster must inevitably follow. Alexieff is unscrupulous and reckless; whereas Count Lamsdorff, whom everyone respects, has, with difficulty, succeeded in keeping affairs in hand despite the intrigues of political opponents.

## A RUSSIAN THREAT.

(22nd November.)

News has been telegraphed to the Far East from San Francisco that a serious clash has taken place between the Afghans and the Russian troops at the town of Kishik, on the Russian Turkestan railway. As a result of this public opinion now prevails that the troops deliberately sought the quarrel as a pretext for the sending of a larger body of men into Afghanistan,

this forging ahead toward the borders of India, where Russian and English interests clash. It has been known for some time past that the two Powers have been watching each other's progress with no slight manifestation of restlessness, especially since Great Britain sent a mission to Tibet. Her trade rival around Afghanistan and neighbouring states has been closely following in her footsteps, and now that a commercial mission has just left India for a six months' tour through Persia for the purpose of examining the commercial possibilities of the least known portions of the country, a special mission is shortly to leave St. Petersburg for Teheran in order to counteract the growth of British commercial and diplomatic influence in Persia. The chief of the mission, besides carrying an autograph letter to the Shah from the Tsar, will be the bearer of many and costly presents, not only to His Majesty, but to several of his principal Ministers. That an intensified commercial struggle has already begun in the country is generally recognised at home and England is awake to the fact that for months Russia has been seriously threatening our trade dealings with the country. There is something almost pathetic and yet that is significant in the fact that at this moment of ruined prestige in the Far East Russia is endeavouring to recover lost ground nearer home.

## THE BALTIC FLEET.

(23rd November.)

In view of the recent telegrams which have come from the West we must conclude that the Baltic Fleet is really in earnest about its destination, and may be expected to turn up in Chinese waters in due course. That its progress will be slow may be assumed from the capabilities of many of the vessels composing it and from the question of coal consumption, which will necessitate the whole fleet moving at economical speed, or, in other words, at the speed which represents the smallest consumption of coal in comparison to the distance covered. It is, of course, recognised that the speed of a fleet is the speed of its slowest ship, and as many of the vessels in the Baltic Fleet are quite ancient warriors they can hardly be expected to perform what they did in their prime, and it is, therefore, difficult to estimate what they may now be capable of accomplishing. The question that most concerns the public, however, is where and in what way do the Japanese propose to meet them. While inclining to the belief that there will be no news from the Japanese in answer to this question until her reply has been demonstrated, we can make a very shrewd guess as to what the method of attack is likely to be. Of all antagonists in modern Naval warfare none are more dreaded than the torpedo boats creeping up under cover of the night, or silently waiting in the darkness until their unsuspecting victim comes within range. Such a large fleet as the one now bound for the Far East, if keeping in anything like close order, cannot fail to attract attention in the day time by the cloud of smoke which hangs over it. This is enough to give an enemy, far below the horizon, a very substantial clue to their identity. A fleet protects itself by sending out scouts in the shape of a "V," and often extending several miles ahead. It is their duty to give warning of approaching danger, but a flotilla of destroyers would see advance boats long before they were visible themselves, and could therefore, by making a wide detour, come up behind the fleet as night fell. It is in this way most probably that the Baltic fleet will receive their first baptism, and to meet destroyers in the open sea is the most terrible thing that can befall a large fleet. The Japanese destroyers, as we have seen, can keep the sea for long periods, coaling from colliers and parent cruisers. The Russians have good reason to know their power, and if, in the North Sea, a fleet of trawlers could create such panic how would a tramp steamer or even a liner fare did she chance to fall in with them. She would be well lit up of course, but would that protect her? Might not a Japanese cruiser thus seek to draw attention off her accompanying destroyers. If she saw no chance of escaping observation? Might she not well try bluffing games anyhow? The coming of these war vessels to the Far East will be viewed with apprehension by all shipowners and by those who realize the enormous issues at stake. What, we ask, would be the action of the home Government if a British passenger ship were sunk "in error." Would any "explanation" be acceptable, and yet if it caused England to take up a decided and unmistakable attitude, would it not save Russia from the possible indignity of having to climb down to an Asiatic Race?

## THANKSGIVING DAY.

(24th November.)

The people of the United States at home and abroad are celebrating to-day as an occasion of national festival and thanksgiving for the benefits conferred upon them as individuals and as a nation during the past year. Not that everyone really knows what Thanksgiving Day means, for if we recollect aright Mr. Choate, the American Ambassador in London, at the usual banquet last year, humorously alluded to the hazy notions prevailing, not among Englishmen alone, but even among the citizens of his own country. The festival has nothing whatever to do with American independence, as many suppose, though it undoubtedly does to some extent commemorate the beginning of America as a nation. As far back as 1621 the day was first observed as a harvest festival by the Pilgrim Fathers, who, in February of that year, landed at Plymouth, in the south-eastern part of the present State of Massachusetts, and in the desperate struggle for existence which faced them they had good reason to celebrate the first harvest in the new country. For many years Thanksgiving Day was an institution peculiar to New England, but since 1817 New York State has annually recognized the occasion. Three weeks ago President Roosevelt issued a proclamation reminding the people of the United States that in accordance with the long, unbroken custom handed down to them by their forefathers, the time had come when a special day should be set apart in which to return thanks for the mercies vouchsafed to them. During the century and a quarter of our national life, he said, we, as a people, have been blessed beyond all others, and the year that has closed has been one of peace within our own borders as well as between us and all other nations. He alluded to the abundant harvests, to the evidence of religious and charitable work, and to the effort of the republic to combine national strength with personal freedom, which, he observed, was being tried on a scale more gigantic than ever before in the world's history. The nation's success would mean much, not only for themselves, but for the future of all mankind, and "every man or woman in our land should feel the grave responsibility resting upon him or her; for in the last analysis this success must depend upon the high average of our individual citizenship, upon the way in which each of us does his duty by himself and his neighbour." Such sentiment as this, expressed in no spirit of boastfulness or vainglory, bears the imprint of a strong mind, and while the proclamation is remarkable for the lofty idealisms of its language no one can doubt its sincerity. There is much in the observations that might be taken to heart in other countries, and if there were more men of a like spirit to the President taking an active interest in politics in America the term politician would soon cease to be a term of reproach. The nation should be happy in the re-election of their President, for one that has such a man as its figure-head can well afford to show a brave front to the world.

## PORT HAMILTON.

(25th November.)

It is reported at home that there is reason to believe that some correspondence has been proceeding between the British and Japanese Governments with reference to Port Hamilton, the almost uninhabited group of islets forty miles from the south-east coast of Korea. It has apparently been the desire of the Japanese to ascertain the British attitude regarding the place, to which practically we have the pre-emptive right. It was occupied, it may be remembered, by a British force in 1885, and in the course of subsequent negotiations with Russia the latter undertook "not to occupy Korean territory under any circumstances, if the British force be withdrawn from Port Hamilton." This undertaking was communicated not only to Great Britain, but to China and Korea by the Russian Chargé d'Affaires in Peking; and a subsequent assurance was given by Russia that, in the event of the withdrawal of the British force from the station, she would not interfere in Korean affairs. Consequently, the British force was withdrawn and the Union Jack hoisted down on February 7, 1887, by Admiral Sir Vesey Hamilton. In the negotiations that passed between the respective governments it was obvious that Korea dreaded, not the establishment of a British naval or coaling station, or even of a British fortress in the mouth of the Sea of Japan, but the chance of a corresponding Russian movement in some neighbouring quarter. The temporary occupation of the place was dictated by the political necessities of that time, being undertaken in

order to anticipate a Russian seizure, and as an answer to the Russian aggression at Penjdeh. We were then prepared to pay yearly to Korea any revenues derived from the islands, but a protest was made resulting in the British Government endeavouring to meet it by offering a yearly rent of five thousand pounds. Considerable correspondence ensued and Great Britain ultimately withdrew. Since that date, however, many charges have been brought about in the position of affairs, and it is evident that the Japanese occupation of, and alliance with, Korea opens up a very interesting situation. Whatever may be the outcome of the present revival of the subject there would not appear to be much likelihood of Great Britain again entering into occupation in view of the fact that three British admirals have successively reported that the port could not be safely held unless great expense were incurred in fortification, and that in war a protecting squadron would be required to prevent it being shelled from without.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

### ELUDING THE JAPANESE BLOCKADE.

RUSSIAN OFFICER'S ESCAPE FROM PORT ARTHUR

IN A LIFE BOAT.

(From Our Own Correspondent.)

WEIHAIWEI, 22nd November, 12.44 p.m.

A lifeboat succeeded in escaping from Port Arthur on the 16th inst., and has arrived at Weihaiwei, where it was seen that the vessel was well provisioned. She landed a Russian officer near here, and it is believed that he is provided with duplicate despatches.

The British authorities have detained the life boat.

### PORT ARTHUR

IN DIRE STRAITS.

NEARING THE END.

(From Our Own Correspondent.)

WEIHAIWEI, 23rd November, 3.40 p.m.

The Russian officer who arrived here after running the blockade in a lifeboat on the 16th inst., has admitted that at Port Arthur the water supply is scarce, while there is but very little ammunition left.

He further states that there is sufficient food in the city to last the garrison for several months.

At present there are but 2,000 efficient fighting men of all arms, while the number of sick and wounded reach the enormous total of 20,000.

### PORT ARTHUR BUILDINGS AFIRE.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 23rd Nov., 3.35 p.m.

Our Army at Port Arthur reports that the buildings near the Arsenal caught fire about noon on the 22nd inst. owing to the bombardment by our naval guns. They were still burning at 9.30 p.m.

### PORT ARTHUR BOMBARDMENT.

SATISFACTORY PROGRESS.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

Tokio, 20th Nov., 7.40 p.m.

Port Arthur army reports that bombardment with the naval guns on the 19th inst. caused explosion of a Russian powder magazine near arsenal. Works of attack for the ports are progressing as planned.

### A FORTHCOMING MASONIC BANQUET.

A meeting of the general committee of Lodge St. John (618 & C.) was held in the Masonic Hall, Zetland Street, last evening to arrange for a banquet and concert on the 12th December. It was decided that the banquet should be a subscription one, only Master Masons to be permitted to attend. The following sub-committees were appointed:—  
Supper & Wine Committee.—Wor. Bros. H. Hooley, J. A. Tarrant, and Bro. J. L. Cotter.  
Invitation Committee.—Wor. Bros. H. Hooley, J. Dickie, and H. B. Bridger.  
Music Committee.—Wor. Bros. H. B. Bridger, Bro. C. J. Tyndale Lea, H. F. Campbell, A. P. Goodwin, and J. L. Cotter.  
Decoration Committee.—Wor. Bros. H. Hooley, J. A. Tarrant, J. Dickie, H. B. Bridger, R. Hemmings, C. J. Tyndale Lea, E. T. Earby, H. W. Strike, A. K. Goodwin, and A. Ritchie.



# THE HONGKONG STEAM WATER BOAT CO. LTD.

## ANNUAL MEETING OF SHAREHOLDERS.

25th inst.  
The fourth ordinary general meeting of the proprietors of the above company was held at the offices of the company, 37 Connaught Road at noon, to-day.

Mr. Chau Siu Ki, Chairman of the Company, president, and there were also present, Messrs. A. H. Skelton G. C. Moxon, J. W. Kew (Secretary) Kwan Tong Kok, Kwan Chu Ngai, Tam Chun Hing, Chiu Cheung Sang and Francisco Tze Yat.

The Secretary having read the notice convening the meeting.  
The Chairman said:—Gentlemen—The report and accounts have been in your hands for some days. I will, with your permission, take them as read. It is with pleasure that I am enabled to lay before you a balance sheet, over \$6,000, and I trust that you will be satisfied with the figures now presented to you. We have recently taken an important step in amalgamating our business with that owned by Messrs. Lane, Crawford & Co., which has necessitated a doubling of our capital, as Messrs. Lane, Crawford & Co. were paid for their boats and goodwill in scrip to the extent of \$75,000. I believe that it is greatly to the interests of the original shareholders in this company, that this amalgamation has been effected and I trust that time will prove the wisdom of the course that has been adopted. Your consulting committee is of opinion that the position of this Company—should be strengthened as much as possible, in view of competition, both in *esse* and in *potte*. They have, as you will observe, written off the original goodwill of the company entirely, and have placed \$25,000 to reserve fund, a fund that it is to be hoped will be materially increased as time goes on. You possess a good fleet of well equipped, well found, cleanly water boats, and I would lay special stress on this latter fact. In this connection I would make brief reference to a recent meeting of the Sanitary Board, at which some discussion took place, as to the source from which competing water boats draw their supply. This company has endeavoured, and will continue to endeavour, to keep their boats in a sanitary condition, and to supply absolutely wholesome water, and I am of opinion that we merit the support of those steamers watering in this harbour who have due regard to the comfort and health of their passengers and crews. Prospects for the current year are encouraging and I trust that our next balance will give cause for no disappointment to those interested. Before proposing the adoption of the report and accounts I shall be glad to answer any questions you may wish to ask.

There being no questions,  
The Chairman moved the adoption of the report and accounts.

Mr. G. C. Moxon seconded, and the motion was unanimously agreed to.

Mr. Chiu Cheung Sang proposed, and Mr. Tam Chun Hing seconded the re-election of Mr. Chau Siu Ki on the Consulting Committee, and was unanimously agreed to.

Mr. Skelton proposed and the Chairman seconded, that Mr. Francisco Tze Yat be similarly re-elected, a proposition which was likewise unanimously carried.

The Chairman proposed the election of Mr. G. C. Moxon to a seat on the Consulting Committee.

Mr. Francisco Tze Yat seconded and this was carried.

Mr. Kew proposed the re-election of Mr. F. Maitland as auditor for the ensuing year.

Mr. G. C. Moxon seconded and the resolution was adopted.

This concluded the business.

The Chairman said that dividend warrants would be issued to-morrow, and could be obtained at the offices of Company.

## GREEN ISLAND CEMENT COMPANY, LIMITED.

### "UNUSUALLY GOOD YEAR."

#### INCREASE OF CAPITAL.

An extraordinary general meeting of the shareholders of the above Company, was held this forenoon at the offices of the General Managers Messrs. Shaw, Tomes and Co., Prince's Buildings. Hon. R. Shawan presided, and there were also present Hon. Sir C. P. Cluett, C.M.G., and Hon. W. J. Gresson, (Consulting Engineer), Messrs. A. Babington, E. A. Hewitt, Turner, C. A. Tomes, T. Skinner, R. C. Wilcox, F. B. Goddard, Fung Wa Chun, and N. H. Rutherford (Secretary).

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen—Before I proceed to put the resolutions I read to the meeting I will as briefly as possible explain the necessity for more capital. We have added to and extended the capacity of the factories here and at Macao until we can go no further. We have now reached a total output of 34,000 barrels per month, but the demand has more than kept pace with our enlargements so that in spite of all we have still to suffer the chagrin of seeing good orders go past us. We have therefore practically begun an additional factory. After very thorough study of the whole question we have decided to put up a rotary plant instead of Aalborg kilns as before. Rotary kilns are now giving great satisfaction in Europe and America. To begin with the first cost of the plant is considerably less and in our case the saving is still greater as we can take advantage of a good part of these kilns, while as compared with the old kilns the quality of the cement produced though not on the whole any higher than will recommend it to certain qualities which our customers. Our Superintendent, Mr. Uidal, studied these kilns at home some time ago and recommends their adoption, and our Chief Engineer, Mr. Hewitt, being in England to place orders for a rotary kiln plant complete, making, as far as possible, special arrangements for adding one rotary kiln or more if required later on.

These two rotary kilns will give us about 16,000 barrels per month additional, a large increase in proportion to the cost of the new plants, which we estimate will be something under \$400,000. Our present overdraft with our bankers is \$425,000, and there is the dividend which may be reckoned at not more than \$200,000, so that altogether the proposed \$1,000,000 new capital and premium will not be more than enough for our wants. We shall, however, be in a much stronger position and, as the more we make the lower the cost, we should be able to produce our cement at a price which should defy competition. As every one knows this Company had to pay dearly for its experience; it cost us practically all our original capital and years of work and struggle against adverse conditions, which do not obtain in Europe or America, and we do not envy any rivals who should attempt to take a new concern through all that this Company underwent at its inception. We have had an unusually good year, but we cannot point upon always having a large Admiralty Dock contract to fall back upon such as we have at present.

It is never safe to prophesy unless one knows, but as the end of the year is so near, and I know that shareholders are anxious for a word on the subject I will go so far as to say that at a rough estimate, for it is impossible to give figures that are at all exact without taking stock and closing all our books, our profit this year should be about 40 to 50 cent more than last year.

No questions being asked,  
The Chairman moved the following resolutions:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 shares of \$10 each) to \$1,500,000 (divided into 150,000 shares of \$10 each) by the creation of 50,000 new shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the 28th day of February, 1905, at a premium of \$10 for each and every single share of such 50,000 new shares in the ratio and proportion of one new share for every two old shares in the Company held by the respective Shareholders, thereof; the amount payable on each of such new shares respectively (including the said premium of \$10 per share) to be paid as to one equal half part thereof on the 31st day of March, 1905, and as to the remainder thereof (including the balance of the said premium) on the 30th day of June, 1905.

And that failing such allotment as aforesaid the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association.

And that for the purpose of facilitating the carrying into effect of the above Resolution the Transfer and other Books of the Company be closed for the space of seven days as on and from the 1st day of March, 1905.

Mr. E. A. Hewitt seconded, and the motions were unanimously agreed to.

This terminated the business, the chairman announcing that a confirmatory meeting would be held later on.

## THE COLLISION IN HONGKONG HARBOUR.

### JUDGMENT.

23rd inst.  
At the Supreme Court this morning, before the Chief Justice (Sir Henry S. Berkeley) and the Hon. L. A. W. Barnes-Lawrence (Nautical Assessor), the hearing of the consolidated action, brought by the North German Lloyd Steamship Company, as owners of the s.s. *Wongkoi*, against the British India Steam Navigation Co., Ltd., to recover the sum of \$100,000 damages in respect of a collision in Hongkong harbour on the evening of the 3rd August, between the *Ujina* of the last named Company, and the *Wongkoi*, aforesaid, was resumed.

Hon. E. H. Sharp, K.C., (instructed by Messrs. Johnson, Stokes and Master) was for the plaintiffs, and Mr. M. W. Slade (instructed by Mr. John Hastings) for the defendants.

Sidney Smith Boon was called, and said that on the day in question he was master of the *Ujina*. He had held a master's certificate since 1887, and had been captain in the British India Co. since 1890. On the day of the collision he had been master of the *Ujina* a year and nine months. He had brought the *Ujina* into Hongkong about a dozen times, but not at night. He had left the harbour once at night. On the night in question he took a Chinese pilot outside the harbour, but he gave the order to the harbour when he entered the Sulphur Channel, the *Wongkoi* would be a mile or a half ahead. On the bridge, beside himself and the pilot, were the Indian helmsman, and the third officer. He gave the orders to the helmsman in Hindustani. The look-out man and leadsmen on duty were also Indians. The North Channel was the deeper of the two, but the Chinese pilot said there was plenty of water in Sulphur Channel, and this proved to be the case. All the times, etc., were kept in his presence by the third officer. Outside he had been driving his ship along to save daylight, but he had dropped from nine to about seven and a half knots when just outside Sulphur Channel.

Mr. Slade proceeded to ask the witness a number of questions regarding speed, when His Lordship said that, in his opinion, this was not the point at all, inasmuch as the more speed there had been, the greater the likelihood of avoiding the collision.

Witness, continuing, said that before entering the channel he had been steering by the compass, but afterwards steered by the land. He shut the lights off the binnacle, so could not state exactly which way his vessel was heading. On getting through the channel he starboarded his helm, with the intention of anchoring in the deep water off Stonecutters Island. Immediately afterwards he saw the *Wongkoi*, with a number of bright lights burning, bearing ahead of him about 15 degrees, three points on his port bow. After starboarded, he had to get out of the way of a junk, and then had to port his helm in consequence of receiving what afterwards proved to be a false call of the lead. When he ported to avoid small water, it brought the *Wongkoi* two points on his port bow. He saw no specific navigating lights on the *Wongkoi*, but at the same time a number of bright lights. They were all at the stern and quarter, and he naturally thought she was under way. When he saw all these lights, he starboarded with the idea of passing to the west of the lights. As soon as the ship was affected by starboarded he saw a red light about two points on his port bow, i.e., on the *Wongkoi*. He came to the conclusion, presuming that the *Wongkoi* was under way, that she was crossing him, at right angles, going to the westward. When he saw the red light he promptly ported his engines till going at half speed. If the *Wongkoi* had been under way, this manoeuvre would have easily cleared her. He then heard three short blasts from the *Wongkoi*, and immediately went full speed astern on account of the fact, that presuming the *Wongkoi* was under way, the three blasts meant that she was going astern. The red light was visible at the time he gave the order to stand by the anchor, and appeared to go out shortly after. He also observed two bright lights above the level of the *Wongkoi* awnings. The suggestion that the *Wongkoi* was that of another vessel, beyond the *Wongkoi*, was simply impossible, as there was only one slight movement on his vessel, at the time she struck the *Wongkoi*, and he backed out in just a few seconds. The displacement of the *Ujina* was between 11,000 and 12,000 tons. After the collision and when he was anchored, a steam launch came alongside and whilst there were two Europeans on board, one of whom said he was superintendent of the *Ujina*, and asked witness if he heard three blasts from the *Wongkoi*. Witness replied "There must be an inquiry into this. The cause of the collision is seeing your light."

His Lordship:—Did he say anything else?

Witness:—No, my Lord. He cleared out quick.

Mr. Sharp objected to this evidence on the ground that the Europeans in question were not in the Colony.

Cross-examined:—He had not seen the Chinese he engaged since. He wanted to keep

him to the evidence, the pilot having stated that he saw the *Wongkoi*, but he left the ship the following night, and he had not seen him since. When he saw the lights he did not think that it was the *Wongkoi* which he had been following up. It did not necessarily follow that a ship coming in the dark would anchor in that position. Finding, after porting his helm, that she did not respond in three minutes, he did not think it would be better navigation to have kept on his swinging to get on a parallel course with the *Wongkoi*. Had he done so, he would have broken the rules of the road, which were iron-bound. His only course was to go astern. When he saw the red light on the *Wongkoi* he naturally thought something was wrong. He did not drop his anchor at once because he expected the porting to do all that was necessary, if the *Wongkoi* was under way. He did not see the *Brunhilde* at any time.

Re-examined:—When he starboarded to go under the stern of the *Wongkoi* he had plenty of room to have done so, supposing she had been a vessel under way.

On re-assembling after the luncheon interval, the witness was re-called, and said that on entering Sulphur Channel, there was never anything between his ship and the *Wongkoi*. He minutely explained on the chart his various movements from the time of entering Sulphur Channel.

Hon. E. H. Sharp, K.C., then briefly addressed the Court for the owners of the *Wongkoi*. The facts he said they might pass rapidly over, for the fact that on either side they seemed to be extraordinarily agreed. He proceeded to deal with the specific acts of default alleged on either side, and in the first place argued that the general conduct of the *Ujina* was that she failed to keep out of the way of the *Wongkoi*, being anchored in what was recognized as being a regular anchorage, and further that when she starboarded on the last occasion, she attempted what was known as a close shave. The next default he alleged against the *Ujina* was that she was entering the harbour, under all the circumstances at what was too great a speed. He would not press that point, however, because he understood that the Assessor held differently.

His Lordship: We have it that he was making for deep water, where there would be practically no ships anchored.

Hon. Sharp remarked that the point was important, it not being a matter of so many miles an hour, but of the general circumstances, having regard to the crowded state of the Harbour. He also alleged default in regard to the dropping of the *Ujina's* anchor, and urged that it ought not to have been too late, as the Captain had stated, to drop a second anchor. Dealing with the two points alleged against the *Wongkoi*, the first and most material point in the case was that the *Wongkoi* exhibited a red light on the starboard side. Now, in regard to that he said that if any red light was visible to those on the *Ujina* such red light was not on board the *Wongkoi*. He dealt with the evidence adduced on behalf of the *Wongkoi* and laid particular stress upon the testimony given by the crew of the *Brunhilde*, and said there could be no reasonable doubt, that if the red light alleged had been on the *Wongkoi* those on the *Brunhilde* from her special position must have seen it. His explanation of the red light was that the *Ujina* mistook a light somewhere beyond the *Wongkoi* for a light on that vessel.

What particular light it was, was not for him to say, nor could he say. In conclusion, he alleged faulty manoeuvring on the part of the *Ujina*, and submitted that the *Ujina* had wholly failed to prove the allegation that this red light was on the *Wongkoi* and further that this collision was due solely to the act of the *Ujina*.

Mr. Slade replied and quoted from the Merchant Shipping Act, and the Prevention of Collisions at Sea to conclusively prove that a red light exhibited on the starboard side of any ship at anchor, or anywhere on the ship, rendered her to blame in the event of a collision. He proceeded to contrast the credibility of the witnesses and discounted the evidence of the two Chinese, who alleged to have removed the side-lights and blown them out on the bridge, before taking them down below. He maintained that the Captain could not have seen this operation carried out.

His Lordship did not see why, from the position of the Captain, he could not have been watching the *Ujina*, and at the same time have seen the sailor extinguish the red light. The Court adjourned at 4.40 until to-morrow morning.

24th inst.  
At the Supreme Court this morning before the Chief Justice (Sir Henry S. Berkeley) and the Hon. L. A. W. Barnes-Lawrence (Nautical Assessor) the hearing of the consolidated action, whereby the North German Lloyd sought to recover \$100,000 damages from the British India Steam Navigation Co., Ltd., by reason of a collision between the steamships *Ujina* and *Wongkoi*, of which we have written, was resumed.

Hon. E. H. Sharp, K.C., (instructed by Messrs. Johnson, Stokes and Master) appeared for the owners of the *Wongkoi*, and Mr. M. W. Slade (instructed by Mr. John Hastings) defended.

His Lordship, on taking his seat, said: I thought it right after I rose last night to state that the Casualty Report which by law has to be read to the Harbour Office here for the purpose of forwarding to the Board of Trade in cases of collision might be sent up, and I have it here. It is signed by the Captain of the *Ujina*, and in it I find the following: "Copy of the vessel when she was first seen? Pilot's Orders." Now the Pilot was not here and could not be called. Then in the next article, I find the speed of the vessel when she was first seen is given as two knots.

If his memory served him rightly without referring to his notes the captain said the speed was from six to seven knots. Then the question "What was the colour of light or lights of other vessel when first seen, and how long, before the collision?" The answer is given "Saw a red light 1 1/2 minutes before the collision." Now yesterday Captain Boon said that first he saw the vessel in a blaze of light and that six or seven minutes before the collision.

Captain Boon said that the speed of two knots was certainly a mistake. He did not know how it came in.

His Lordship asked if there was anything in the report from which it could be gathered that it was a mistake.

Captain Boon said it was the fault of his clerk who, unfortunately, was not here. He signed the report and in haste must have overlooked the discrepancy.

His Lordship said the misfortune was that it had gone home to the Board of Trade.

Captain Boon said he was extremely sorry, but it was a pure accident.

His Lordship said they were then agreed upon these facts: that from the time the sloop light of the *Wongkoi* were first seen, the *Ujina* was six to seven minutes off, and that no navigating lights at that time were discernible on the *Wongkoi*. The first navigating light seen was when Captain Boon saw the red light.

Mr. Slade admitted that this was common ground.

His Lordship asked Captain Boon if he remembered going to the Harbour Office to make a report the day after the collision, and if he remembered what he said at the time as to this. It is clearly then thrown upon the

in what he observed in regard to the red light being carried?

Captain Boon said he thought he said something to the effect that it had the appearance of a man taking it away and holding it up to them.

His Lordship: Do you remember saying it had the appearance of being carried off by somebody on the starboard side?

Captain Boon: No, I don't recollect saying anything of the kind. Witness added that with regard to the entry of two knots as the speed when other vessel was first seen, he thought it most likely that he intended it to mean the speed of his vessel at the time of the collision.

His Lordship said he would give him the benefit of that.

Mr. Slade continued at great length on behalf of the *Ujina*, dealing minutely with the various points of the evidence called on either side. They had the evidence of the five men on the *Ujina* as to the seeing of the red light only three minutes before the collision.

His Lordship said it was a pity they had not the sixth man, the pilot, called.

The captain and officers of the *Ujina* said they saw the light, and he could not but regret that any person on the *Ujina* who could have given evidence in relation to the sharp issue between the two ships should not have been called. Because the officers on the *Ujina* saw a red light it did not follow that the witnesses on the *Wongkoi* were speaking falsely when they said a red light was not shown. It was quite within the bounds of possibility that the red light was on the *Wongkoi*, and if the Pilot had been called his evidence might have cleared up the point.

Captain Boon reiterated his previous statement that the Pilot admitted having seen the red light, and that he did all in his power to secure him as a witness. Instead, however, he cleared out at four o'clock the following morning, and they had been totally unable to trace him. He supposed the man was frightened, it taking very little to scare a Chinese.

His Lordship said he could only regard what was passing in the Chinaman's mind when he cleared out. If the *Wongkoi* was to blame would he have run away? He would not draw the inference that the defendants were trying to keep him away, but it certainly was to be regretted that he had not been called, for it would have considerably straightened out the *Ujina's* case.

Mr. Slade dealt lengthily with the bearings of the vessels and the witnesses' evidence regarding the lights of the *Wongkoi*. He argued that the red light beyond the *Wongkoi* was that of a phantom ship, and he absolutely denied that such a ship was in evidence.

His Lordship remarked that the captain of the *Ujina* himself spoke to seeing a passing vessel some time before.

Mr. Slade urged that it must have been a light on the *Wongkoi*, for it was hardly conceivable that a seaman could have mistaken that light for the light of a ship on the other side. He said, and produced a small sketch in support of the statement, that it was physically possible for the red light to have remained on the bridge of the *Wongkoi* without showing a glare. With regard to the evidence of the Chinese sailors who spoke to taking in the lights promptly, without casting any slur on the Chinese race, it was very certain that they would assert most strongly that they had fulfilled every duty in the way to fulfil, and in this case it would have been obviously to their disadvantage to have said otherwise. He asked His Lordship to reject the evidence of these witnesses, in favour of the two men on the *Ujina* who spoke positively to seeing the light for a space of one or two minutes and then disappear. He contended that the collision was due to an improper exhibition of lights on the *Wongkoi*, and he asked for judgment in his favour.

Hon. E. H. Sharp, K.C., having briefly replied, 25th inst.

The judgment of the Chief Justice (Sir Henry S. Berkeley) in this case, delivered at 2.30 late an hour to find publication in these columns last evening, was as follows:

This case, as I have said, deals with two vessels, the *Ujina* and the *Wongkoi*, and therefore there is nothing to require any lengthy consideration after the extremely careful and capable manner in which the gentlemen of the Bar have brought the evidence before the Court. The only question is "what is the true conclusion to be arrived at, upon the evidence as to whether or not there was a light on the *Wongkoi* on the night in question, August 3rd?" The question whether or not the officers of the *Ujina* believed there was a light, though no doubt a matter of importance to themselves, was not a matter of importance to a true finding in this case. They believed the light was on the *Wongkoi*, but it must be established affirmatively as a fact that the light was on the *Wongkoi* in order to excuse the *Ujina* for coming into collision that night. The facts as I recollect them, and as far as they are material, are as follows: These two ships on the afternoon of the 3rd August were approaching Hongkong from slightly divergent points. After a while getting nearer the Island they kept pretty well in the same line, it is a parallel course, and ultimately the *Ujina* which is a very much larger ship than the *Wongkoi* was passed outside the Sulphur Channel by the small ship, the *Wongkoi*. The *Ujina* keeps in sight of the *Wongkoi* until entering Sulphur Channel, and then practically at once loses sight of her. The *Wongkoi* proceeds on her course up the Harbour and takes up a certain position, where she was proceeding to anchor when she was run into by the *Ujina* in the Sulphur Channel. The last sight of the *Wongkoi*, when that vessel entered the Sulphur Channel, and she did not to her knowledge again sight the *Wongkoi* until she came into collision with her, but shortly before she came into collision, she observed the bright lights of a ship—which in fact was the *Wongkoi*, but which, so the Captain says, did not occur to him for a moment to be the *Wongkoi*. He saw a ship and that was all. He saw a great blaze of light on the ship. It appears also that at that time there were a great many ships about, which by the way seems to be practically always the case in Hongkong Harbour. On his way up from the Sulphur Channel, the Captain of the *Ujina* passed a junk; and he had to alter slightly his course to get out of her way, and had to port very slightly again. I don't think either action had anything to do with the collision, but the facts are incidental to the passage from the Sulphur Channel. The Captain of the *Ujina* states that on his way from the Sulphur Channel to this point, he had in view a berth near Stonecutters Island. He saw a steamer which might or might not be a river steamer, passing ahead, across him, showing a red light. There is evidence of this fact that at the time when the *Ujina* was on her way from the Sulphur Channel to her distant berth, near Stonecutters Island, she came within a very short distance of this vessel, the lights of which had been seen by the captain, and there were also in the vicinity, one or more steamships passing their port lights. While on the way to the berth the Captain of the *Ujina* suddenly sees her helm in a way which suddenly brings her into collision with the *Wongkoi*. There is the fact that suddenly for some reason she did do this. It is clearly then thrown upon the

*Ujina* to give this Court a satisfactory explanation which would excuse her from being considered in fault in running into the *Wongkoi* on that occasion. The weight and burden of satisfactorily proving that she was not in fault, and the *Wongkoi* was in fault, is thrown upon the *Ujina*. Now has she satisfactorily discharged that obligation? The explanation of the Captain, to establish the innocence of the *Ujina* was this: while he was proceeding up Sulphur Channel to take up his berth, which was about Stonecutters Island, and while he was pursuing a course which would have cleared him of all ships in front of him, suddenly a red light was displayed on the *Wongkoi*, which reasonably led him to suppose that the ship was about to cross his bows. Now the difference between the two classes was this. One set of witnesses are able from their surrounding circumstances to swear positively to a fact, but they cannot do more than swear positively that they believed that fact and ask that a reasonable inference be drawn from that belief. The witnesses on the *Wongkoi* can say absolutely and positively there was no light. The other witnesses can only say this: there must have been a light, but they cannot say there was. But they saw a light which in their opinion could be only on the *Wongkoi*. Now there is a difference in the value of the evidence to be equalled in both cases. In other words, I cannot find a verdict against the *Wongkoi* unless I am bound to say it—the officers of the *Wongkoi* have deliberately and knowingly stated what was false. The light that the *Ujina* is supposed to have seen could only have been her port light. That port light is kept on the port side of the navigation bridge. On the bridge at the time, that the light is supposed to have been displayed were the Captain and the second officer. The Captain has told us that it is the invariable rule of his ship to take in and immediately blow out the side lights, as soon as the anchor falls, and he swears without reservation, that on the night in question he saw the man take it in, and extinguish it by blowing it out. He said it was a fact that he did see it. It has been suggested by Mr. Slade that he did not see it, and there was no reason why he should remember to have seen it, as it was an every day occurrence. Now it occurred to me, if that is so, that this automatic broke down. Why should I infer in the presence of the sworn testimony that the automatic working of the ship was departed from that night? It seems to me that the custom is so well established that the custom would be observed that night, and that apart from his watch on the *Ujina* his attention would be more closely directed to see that this essential operation was performed, for at that distance he had no reason to expect danger from the *Ujina*. Then in my opinion it comes to this. That the officers of the *Ujina* are either mistaken in believing they saw a red light on the *Wongkoi* or—if I am driven to it—they did not see a red light at all. I am not bound to enter into any intricate and scientific calculations, to establish or destroy any theory as to what distance or what angle the lights of the *Wongkoi* could be seen from the *Ujina*. It is for the ship *Ujina* to establish the fact that the *Wongkoi* did show a red light. I am willing to accept it as a mistake, and for the honour and reputation of the officers and Captain of the *Ujina*, believe that they did see a light which they mistook for a light on the vessel *Wongkoi*. I am bound to say it is unaccountable in the circumstances, for as a matter of fact I do not believe there was any red light on the *Wongkoi*. In coming to this conclusion I have had the assistance and concurrence of the Harbour Master, the Hon. Captain Barnes-Lawrence. Shortly, I find that the *Ujina* came into contact with the *Wongkoi* without any fault on the part of the *Wongkoi*. The assessment of damages will proceed in the usual course.

His Lordship awarded the *Wongkoi* all costs.

A STEWARD'S BILL.

21st inst.

At the Civil Summary Court this morning, before the Puisne Judge (Mr. T. Sercombe Smith), a Chinese steward sued Captain Casey of the *Chu Kong* for the recovery of \$167 4/7 being in respect of provisions and drinks supplied to the vessel in question.

Mr. P. W. Goldring appeared for the plaintiff and Mr. Dixon defended.

I Chaw So, the plaintiff, said he was formerly steward of the s.s. *Chu Kong* joining on the 1st September. The captain engaged him to supply food for three men for \$90 a month. He got no wages and had to pay the boys, while the captain sold the drinks. On the 14th September, the captain said he would let him sell the drinks, in consequence of witness having told him that he was losing by the arrangement. He left on the 23rd October in consequence of the captain having beaten the boys.

His Honour gave judgment for the plaintiff for \$69, being in respect of provisions only.

A QUESTION OF GARNISHEE.

22nd inst.

At the Civil Summary Court this morning before the Puisne Judge (Mr. T. Sercombe Smith) a question of garnishee came on. The plaintiff was Pang Tak Sun and the defendant Kwong Hing Loong, against whom plaintiff had obtained judgment and also a garnishee debt from one Ying Wo, who now denied that he was liable.

Mr. Hursthouse (Messrs. Denny & Bowley) appeared for plaintiff, and Mr. Otto Kong Sing for the garnishee.

Mr. Hursthouse, in opening, said judgment was given on the 3rd inst. against the defendant, and before that, on the 28th October, His Honour made an interim prohibitory order, which was duly served upon the garnishees by the plaintiff attaching a debt of about \$400 alleged to be due from them to the defendants in the action as from that date. The question therefore in this issue was as to whether upon that day the garnishees owed that sum, or of course any sum of money to the defendants in the action. If they were able to show that they owed money at the time of the service of the interim order that was quite sufficient. If they had paid the money over to the defendants after the order was served, then they must pay again.

A Chinese accountant, who had been in the employ of Kwong Hing Loong, said that some time during the fifth month the firm was indebted to the plaintiff in respect of rations, whilst the firm of Ying Wo, were on the other hand indebted to Kwong Hing Loong. The money had not been paid by Ying Wo.

After further evidence had been given, His Honour found in favour of the garnishees.

In an interview with Mr. E. B. Sutor, commercial agent for N. S. Wales, the Shanghai Daily Press reports him as saying that the large trade has already been opened up with China, especially at Hongkong, and that the ever prospect of a splendid trade with the Far East, especially of the Philippines and the East Indies, is being opened up by the trade routes to Japan, and the fact that suddenly for some reason she did do this. It is clearly then thrown upon the

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## THE ENGLISH OFFICER'S CLAIMS

AGAINST THE KOWLOON GODOWN CO. LTD.

At the Civil Summary Court this morning, Mr. T. Scrombie Smith (Puisne Judge) gave judgment in the action brought by Lieutenant W. F. Lumsden, R.A., against the Hongkong and Kowloon Wharf and Godown Company, Limited, for the recovery of \$200, damages alleged to be due in respect of injuries sustained through the negligence of the employees of the defendant company.

Mr. E. J. Grist (Messrs. Wilkinson and Grist) appeared for the plaintiff, and Mr. H. W. Looker (Messrs. Deacon, Looker and Deacon) defended.

His Honour said:—In this action the plaintiff seeks to recover the sum of \$200 for damages sustained by him in a collision alleged to have been caused by the negligence of the servants of the defendant company.

About 3 p.m. on the 6th October last, the plaintiff was riding in a ricksha along the public road running in front of the defendant's godowns at Kowloon, between the west corner of Elgin Road and the terminal wharf of the Star Ferry Company, Ltd. A short distance in front of the ricksha was Lieut. Macdonald, R.G.A., on a bicycle. When the ricksha was opposite wharf No. 2 belonging to the defendant company, a collision occurred between the ricksha and a truck worked by some servants of the defendant company. As a result of the collision the plaintiff was thrown out of the ricksha, and suffered damage to his clothing and person.

Though evidence was conflicting, the following facts are established:—

- (a) That the plaintiff looked to see if any truck was about to cross his path.
- (b) That the view of the road end of the wharf was obstructed by things on and about that end of the wharf.
- (c) That the ricksha was moving at about a walking pace a few seconds before the moment of collision.
- (d) That the truck had been moved from the wharf end across the road by coolies at a jog-trot.
- (e) That the truck was not under effective control.
- (f) That the puller of the ricksha at the last moment quickened his pace in an attempt to cross in front of the truck.
- (g) That the ricksha puller was on his own proper side of the road.
- (h) That no warning was heard by the plaintiff and that no adequate warning was given.

The questions to be answered are:

- (1) Were the defendant's servants negligent?
  - (2) Was the plaintiff negligent?
  - (3) Was the ricksha puller negligent?
  - (4) If the ricksha puller was negligent, is his negligence imputable to the plaintiff?
- First, then, were the defendant's servants negligent? If they were, and such negligence resulted in a wrong being committed, the defendant company is answerable for that wrong and its results, because such wrong was committed in the course of the service of the defendant company and for its benefit. Though the company may not have authorised the particular act complained of, yet it has put coolies in its place to do a class of acts, and must be answerable for the manner in which its agents conducted themselves in doing the business which the company had enjoined them to do.

To constitute negligence on the part of the servants of the company they must have omitted or failed to use due care and caution for the safety of persons or property. If the company had a right to move its trucks across the public road, it must move them with care, so that persons and vehicles using the road may not be injured. There was a duty on the company to exercise such reasonable care and to take such reasonable precautions as ordinary prudence dictated to protect the public from injury when its trucks were crossing a public road on which its rails were laid. This duty the defendant company failed in the present instance to discharge. The truck in question was being moved at too fast a rate and was not under a proper state of control. The alleged special warning by shouting was inadequate, and the notice boards, "Beware of the trucks," did not constitute more than a warning that trucks moving at a reasonable pace might be encountered. I find, therefore, that the company, by its servants, was negligent, and that, as the result of such negligence, a wrong was done to the plaintiff of which the natural and probable consequence was the injury to person and raiment incurred by the plaintiff.

The next question concerns the negligence of the plaintiff himself. In my judgment no negligence can be traced to him. Then, was the ricksha puller negligent? I do not say that he could not have prevented the collision; in the opinion of the plaintiff and his brother-in-law, the puller did all that could have been done under the circumstances. They were eye-witnesses and could form a fair estimate of the exigencies of the situation. The position of the puller seems, therefore, to have been that of a person who, on the spur of the moment, had to make up his mind how to evade a suddenly impending danger raised by want of care on the part of another person. Under such conditions he is excused if he failed to act with perfect skill and presence of mind, and is not guilty of contributory negligence.

Having found the facts and having applied the law to them, the defendant company is, in my judgment, liable to the plaintiff in damages. I need not go further; but as the question was argued as to whether contributory negligence on the part of the ricksha puller (had he been found guilty of such negligence) would have been imputable to the plaintiff so as to prevent him from recovering damages from the defendant, I will deal with the relation which exists between the driver and the puller of a ricksha. For many years the doctrine of identification had judicial vogue in England. Under it a passenger who had selected the particular conveyance by which he travelled was so far identified with the driver that, if any injury was sustained by him from collision with another vehicle through the joint negligence of his own driver and that of the driver of the other vehicle, precluding the former from maintaining an action against the latter, the passenger was himself excluded. (Addison, *Torts*, 6th Ed., p. 27). This doctrine was declared not to be the law in 1883 by the House of Lords. The law in this respect now is that a plaintiff is not precluded from succeeding in an action for negligence by reason only of the contributory negligence of a third party who is not either his servant or his agent. The question then is, was the puller of the ricksha the servant or agent of the driver?

In *Mills v. Armstrong*, 13 Appeal cases, at p. 8, Lord Herschell said: "The relation between the passenger in a public vehicle and the driver of it, certainly is not such as to fall within any of the recognised categories in which the act of one man is treated in law as the act of another," and his Lordship makes it clear at pp. 5 and 6 that the recognised categories to which he referred are those of master and servant and employees and agent acting within the scope of his authority. At p. 16 Lord Watson said: "Individuals who are injured without being personally negligent, are nevertheless disabled

from recovering damages if, at the time, they stood in such a relation to any one of the actual wrongdoers as to imply their responsibility for his act or default." This relation cannot be other than the two classes of relation referred to by Lord Herschell. Again at p. 18 Lord Watson stated that in his opinion "an ordinary passenger by an omnibus or by a ship is not affected, either in a question with contributory wrongdoers or with innocent third parties, by the negligence, in the one case of the driver, and in the other of the master and crew, by whom the ship is navigated, unless he actually assumes control over their actions and occasions mischief."

Lord Herschell therefore lays down the general proposition of law that the relation between the passenger in a public vehicle and the driver of it is not the relation of master and servant or employees and agent; but this general proposition appears to be restricted by Lord Watson to the case where the passenger does not assume control over the driver's action so as to thereby occasion mischief.

In the present case, the ricksha hired by the plaintiff was not a private ricksha, but a public vehicle within the definition of section 2 of Ordinance No. 8 of 1887, where public vehicle is defined to mean any chair, carriage, jinricksha or other vehicle of any kind which plies for hire in the streets for the carriage of passengers. Moreover, the plaintiff, beyond properly ordering the puller of the ricksha to go slowly, and directing him whither to take him, did not assume any control over his actions whereby mischief was occasioned.

The plaintiff therefore seems clearly to come within the general proposition laid down by Lord Herschell as modified by Lord Watson. So that even if I am in error in holding that there was no contributory negligence on the part of the ricksha puller, nevertheless the plaintiff must succeed against the defendant company whose servants were guilty of negligence, because the plaintiff, being guilty of negligence, assumed no such control over the ricksha puller as occasioned the mischief, and is not therefore responsible for the negligence of the ricksha puller.

In pursuing Ordinance No. 7 of 1887, by which the defendant company was authorised to lay down the tramway on which the collision in this case occurred, I found that by section 13, the rights, powers and privileges granted by the Ordinance were to continue in force for twenty years from the 23rd day of September, 1884, with power to the Governor-in-Council, by order to be published in the *Gazette*, to declare an extension of the duration of such rights, powers and privileges for any further time not exceeding ten years at a time.

The rights of the defendant company to lay down, maintain, work and use the tramway in question seem therefore to have expired on the 22nd day of September, 1904, or several days before the collision between the plaintiff's ricksha and the defendant's truck occurred; for the *Gazette* has not published any Order-in-Council extending the term of such rights beyond the 22nd day of September, 1904.

This opens up a nice question as to the legality of the acts of the defendant company in moving trucks on the said tramway after the 22nd day of September, 1904. I merely advert to this state of affairs, but do not pass any judgment upon it, because the point was not noticed during the course of the action.

As regards the damages to be awarded to the plaintiff, I fix the sum at \$100. There will, therefore, be judgment for plaintiff for \$100 and costs.

## THE LATE MR. JUSTICE LEACH.

On the 16th inst., on the assembling of the Supreme Court at Singapore, Sir Lionel Cox and Mr. Justice Leslie Thornton on the Bench, there being a full attendance of the Bar, including the Attorney General, and the Solicitor General, reference was made to the late Mr. Justice Leach.

The Chief Justice said: Mr. Attorney General and gentlemen of the Bar, we have met here to-day as a result of the telegram received from London announcing the death of Mr. Justice Andrew John Leach, who was recently a Puisne Judge of this Court. I have no doubt the news was received by the Bar with the same sorrow as by the Bench. Mr. Leach was my colleague on this bench for some seven years, a colleague whose co-operation was to a high degree valuable, and which brought about between us a close personal friendship. He was held in equally high esteem by the Bar and the public. When last year we heard that his health did not allow of his return to this Colony there was general regret. The many friends he had made here hoped that a change of climate might lead to his recovery and not a few looked forward to the pleasure, one day, of again meeting with their old friend Andrew Leach. I anticipated yesterday to the Attorney General my intention of alluding to the sad event this morning. The attendance of so many members of the Bar shows me that the entire professional joint with the Bench in manifesting a high regard to Mr. Justice Leach and in tendering to the widow and son our sincere sympathy and condolence.

The Attorney General: I think I may say for myself personally and for every member of the Bar here present, that we fully appreciate and concur in the expressions which have fallen from your Lordship with regard to the loss we have sustained. Mr. Justice Leach was one of the most able judges here, and by his death we have sustained a considerable loss. By early association, by family tradition, and by his own great aptitude he was singularly fitted for the post which he occupied, and I think I may say any other judicial post he might have been called upon, in the course of his life, had it been prolonged, to fill. But the Bar here did not merely wish to pay the usual tribute to a good judge, and make the usual expressions as to his conduct on the Bench, or to the friendly professional intercourse between Bench and Bar. The Bar here who knew him personally have a much deeper feeling than that. They knew him as a friend of particularly sympathetic manner and of the utmost personal kindness. And I think it is seldom that any judge upon the Bench has held the position in the minds of the Bar that Mr. Leach did. Not only on the Bench but in the ordinary intercourse of life, in which he was a delightful companion; and in other matters, such as sport, he took part with an energy and keenness which was one of his characteristics, and in doing so made friends—not mere sporting friends, but friends in a more real sense. We have therefore not only lost one of the greatest ornaments of the Bench, but have lost a personal friend, one likely to have considerable influence on our minds. We have lost a day feel most deeply the loss we have sustained and we thank your Lordship for having given us this opportunity of expressing our feelings, and our sympathy for his wife and family. The expression we give to-day of our feeling is as sincere and deep as ever was expressed on such an occasion.

Mr. T. de M. Braddell, on behalf of the practising members of the bar, had been desired to express their grief and sorrow at the death of Mr. Leach. The Attorney General had fully expressed the feelings of everyone present, and they endorsed every word he had uttered. The Court then rose.—*Singapore Free Press*.

## FOUR THOUSAND YEARS OF CHINA.

MR. J. DYER BALL'S LECTURE.

At the City Hall last evening, Mr. J. Dyer Ball, the author of that well-known work on various subjects connected with China, addressed a gathering of ladies and gentlemen assembled under the auspices of the Hongkong Odd Volumes Society, on "The Origin and Progress of the Chinese."

The chair was taken by the Hon. F. H. May, C.M.G., while H.E. the Governor was among those present who took a keen interest in the remarks of the lecturer.

In opening his subject, Mr. Dyer Ball acknowledged the difficulty of compressing four thousand or more years of history into the space of one hour, and in a remarkably concise address proceeded to speak of what was known of the Chinese nation from a mythological period down to almost the present time. The mythological period covered from forty-five thousand to five hundred thousand years and commenced with the creation. This was followed by ancient or legendary history; then came the golden age when roads were made and vessels built for inland waters, as well as for the open sea. This was during the time of the Emperors Yao and Shun—two of China's greatest sages—when the whole population of the empire was only between one and two millions. The Yellow River and the Province of Honan were brought under cultivation, whereas in other parts wild beasts abounded, inhabiting vast jungles through which their tracks were the only roads. Having referred to some of the more important inventions of the era, the lecturer passed on to the time of feudalism when Confucius, Mencius and Lao-tse were alive and exercised an important influence on the country. Throughout the whole of this Chou dynasty there was continual strife among the people; but out of it all grew the material on which a greater China should be established, and when the southern border-line of the Empire was extended to the south of the Yangtze. When at length the famous Chu dynasty was destroyed, Emperor Chi Huang-ti sat on the throne as the first representative of the Tsin dynasty. He was the Napoleon of China and commenced the building of the great wall, besides constructing palaces, public edifices, canals and roads. One act, however, of his destroyed his reputation among the Chinese; as being desirous of blotting out all records of former China and wishing to pose as the first Emperor, he ordered the destruction of all classical works by fire. Having alluded to the Han dynasty, famous for the introduction of Buddhism, he touched on the Tang dynasty, another illustrious period in Chinese history when the western boundaries of the empire were extended and comparative peace reigned supreme. Then came the Sung dynasty (A.D. 960-1260), prince of which encamped on the Kowloon frontier and is commemorated by a huge boulder at the top of a hill near the side of Kowloon city. The lecturer then alluded to other important epochs of China's history, and in his concluding remarks ventured the opinion that, as a result of the money subscribed by foreigners in Hongkong, for the natives of Kwangsi, during the famine two years ago, anti-foreign feeling was gradually dying out in the Two Kwang provinces.

The lecturer, who was loudly applauded at the conclusion of his address, was then thanked by the Hon. F. H. May, after which a similar compliment was paid the Chairman, at the instance of the Hon. Gershom Stewart.

## GAME IN THE NEW TERRITORY.

It will be remembered by our readers that on Friday evening last we recorded the fact that a tiger was prowling about Au Tau, and had severely mauled a Chinese coolie, who was brought into the Government Civil Hospital suffering from lacerated shoulders and arms. We also recorded that a party of local enthusiastic sportsmen was being formed to go out after "stipes," to see if they could bag him. Accordingly, on Saturday afternoon the party, consisting of Messrs. W. Hudson, R. G. McEwen, W. R. Ritchie, C. Cuttano, A. Allen, Sergeant Grant, and some of the officers of the *s.s. Tacoma*, started out, *via* Tai Po, and penetrated to Ku So in the New Territory where they arrived late in the evening, and camped for the night, making an early start the next morning after their quarry. At the village of Ku So, the sportsmen were informed by the natives that just recently two of the villagers had been killed by tigers. A smart lookout was kept for the man-eater, but while the prints of three tigers were discovered, none of the animals was sighted. The great disappointment of the hunters, however, sport was plentiful, for game was there, of other sorts, in abundance, and kept their guns busy all day, they succeeded in making a very good bag. When the time arrived to make a start for home a tally of their kills was made, when it was found that forty-two brace of quail, ten brace of snipe, some twenty-five brace of wild pigeon, besides a large number of paddy birds had fallen to their guns. They also came across three foxes, but a few shots sent them howling into the jungle and they were seen no more. The sports, who arrived back from their trip at 9 p.m. yesterday, are very enthusiastic over their trip, and satisfied with the results of their marksmanship, and purpose organizing another trip in the near future, when every effort will be made to bag at least one of the marauding man-eaters.

## CHINA'S FINANCIAL PROBLEM.

VICEROY CHANG'S REMARKABLE MEMORIAL.

Memorial of Viceroy Chang commending on Sir Robert Hart's Memorandum on Taxation as stated in an *Edict of 7th March, 1904*. Translated from the "Shenao" of the *and* instant.

The Edict states that Sir Robert Hart's proposals on taxation had been presented to the Throne by the Wai-pu. He says the chief source of revenue for the support of the Army is in the land and grain taxes. If these sources of revenue are well managed there will be money enough for the Army, for drilling troops, and for other important uses. Let every mow of land be assumed to yield two hundred cash to the revenue. If this be collected the people need not be worried and the State may cease to feel anxious about dismemberment. At present the revenue is deficient and there is urgent need of funds to drill the Army, and effect other improvements. The Emperor directs the Governors and Viceroys to consult with each other and offer their views in memorials. Sir Robert Hart's Memorandum is ordered to be copied in order that it may be sent to the Viceroys and Governors. (K'iu T'ung) Viceroy Chang remarks that Tsun Fang, his locum tenens, has not replied to this Edict but sent it to him (Chang). Viceroy

Chang says he has considered the Inspector-General's proposal carefully and has consulted with his subordinates and with the Viceroys and Governors upon it. The Inspector-General states the possible revenue at much too high a figure. It could not be raised and it would excite insurrections. I will now, says the Viceroy, state the faults and advantages of the proposals before your Majesties. Without counting Turkestan, Mongolia, and Manchuria, China is 4,000 li wide and 4,000 li deep. Its area is 16,000,000 square miles (li). Each square li contains 500 mow and 16,000,000 multiplied by 500 equals 8,000,000,000 mow. If each mow pays two hundred cash and if each tael of silver be assumed equal to 2,000 cash, the total revenue will be Ts. 80,000,000. Let us suppose the revenue to be half of this, it would be Ts. 40,000,000. If this be true the route to riches will be indeed a short one. Every Governor and Viceroy will with joy adopt the suggestion. As the risk of no matter how much trouble it may cause him, and how much dissatisfaction it may awaken, he will proceed at once to relieve the anxiety of the Sovereigns and to open the way to wealth and comfort to all the people.

But the Inspector-General has looked at old maps of China and calculated its area. His estimate is based on amplification. He supposes the great and small rivers and lakes, the cities, towns, and villages, the mountains, and barren wastes to be all a part of the area capable of cultivation. Dividing 8,000,000,000 mow by two he arrives at the conclusion that China can yield a revenue from land and grain taxes of Ts. 40,000,000,000. He omits to think that in China most of the area is mountainous, or is covered by rivers and lakes; cultivated plains amount to much less than half. In the *Hupus* (li) of 1874 the total number of mow is given as 742,000,000. This is less than one-tenth of the area stated by Sir Robert Hart. If there has been collusion and concealment the true area cannot be much above this amount. The cultivated area has been measured during the successive reigns of the Emperors. How can there be any great difference between the area of China ages ago and the area now under the Manchu sovereigns? A difference amounting to ten times as much as the whole is impossible. It may be said that the mow differs and the land-tax varies in this region and in that; of course some localities are fertile and others are barren; this leads to differences in land-tax and grain tax. Taxes cannot be levied according to land measurement but according to the quality of the soil. To levy 200 cash on every mow is absurd. The Board of Revenue has lately ordered the Empire to pay yearly in silver tael 3,100,000,000, the whole area being 740,000,000; if all the land be taxed evenly with reference to quality each mow will only be liable for less than five hundred cash of silver. The Inspector-General supposes each mow to be liable for one acre; this is adding a stroke to the taxation to such that it is double what it was. This the people could not bear.

Some persons may say that 200 cash a mow is not much to pay, but in the South-Eastern Provinces where land is very productive the tax is more than 200 cash a mow. I put it only in some prefectures that this is true. In North-Eastern China there is not a little waste land. The value of the land is very small; often a family of eight cannot subsist on several tens of mow occupied by them or on a farm of more than 100 mow. The produce does not in some years suffice for their food and clothing. To obtain from them ten, twenty and thirty strings of cash each year as land-tax is often impossible. It is plain then that two hundred cash a mow is far too large an amount to be thought of as an estimate of land-tax.

Besides the mow varies in area. In some localities it is 240 kung; in others it is 360 kung; in some places it is 720 kung. These values have been transmitted from former times. It is impracticable to obtain uniformity in returns from various provinces. Another cause of diversity is concealment of the true areas of farms. Rich proprietors hector and bribe, and the amount of their dues is settled by a compromise. Poor proprietors occupy mountain-land or land bordering on streams; the land measurer may require the same tax as from land better situated. The occupiers are angry; sometimes they strike the officers and destroy the tax office. The estimated tax cannot then be collected. Even if the magistrates and their assistants are fair-minded they have much to do. The details are endless even in one district city with its area. Days pass and the measurement can only be completed in one or two years. The magistrates, tax-collectors, village constables, and persons in their employ as workmen, would be subjected to very great trouble if a new measurement (such as Sir Robert Hart proposes) were resolved on for the Empire. It is not conceivable that as much as 10,000 mow in addition would be found in the taxable area of every hsien city. But supposing that there were an addition of taxable land in the area of every district city, the increase would not amount to a thousand taels of silver. The profit would be small, and the expense and labour involved would be very great. The whole population would be excited. Each man would be subjected to much trouble. The anxiety and grief occasioned would be painful beyond description.

The Government has at present more than enough of difficulty on hand. It is highly important to quiet the minds of the people. The indemnity fixed by treaty in 1901 requires annually Tael 18,000,000 to be paid to foreign countries. Each province is spending money on new improvements (such as railways, colleges, etc.). Innumerable small expenditures take away the means of subsistence from the poor of every locality. Infamous persons tempt the people to wrong-doing, and they are everywhere. False stories are invented to lead people astray. Foolish persons believe them and hurry after some unprincipled schemer. Should any new cause of disturbance be added just now to stir men's minds and trouble the authorities?

During 3000 years our dynasty has ruled on the principle of light taxation and few imposts. In the tenth year of K'ang-hsi (A.D. 1711) an Edict said the land tax should never be increased. When great armies were raised and great works were planned, when even the Treasury was empty, the land tax was not increased. The system of *kuen shu* contributions and that of *liken* collection were added, but the land tax has not been increased and has often been remitted. This is because farmers, more than any other class, labour hard for small returns. Miserably poor they are doubtless.

The Inspector-General of Customs proposes that the Customs duties be abolished and the salt tax also. The people should be allowed to trade, and this is for the benefit of the people or is it to extend the profit of the proprietary? The Ts. 400,000,000 which the State requires each year is all to be taken from the farmer. The trader and artisan are to contribute nothing. Can any scheme be more unjust than this of Sir Robert Hart's? The result could not only be extremely disastrous. What can be his meaning in framing such a proposition?

My thoughts run in this direction. Since the Customs were placed in foreign hands and the power of controlling the wealth of China has been in foreign hands too. In this Memorandum of Sir R. Hart I see that he wishes to have the control of the land-tax also.

Should he obtain it as the result of his cleverly expressed and ably written Memorandum he will have too much power over China's finance. I have been reading over several times the Edicts of the Empress Dowager and of the Emperor. They say much of the misery of the people and the merciless exactions of the magistrates and the tax-collectors. All the people are deeply affected by these Edicts. They weep as they read them. I feel certain that the Sovereigns will not be swayed by the persuasive words of this Memorandum. I have been in the provinces for many years. I have seen much of land measuring and the levy of taxes on newly cultivated land. There are certainly not 400 million mow of land the produce of which would bear a tax of 200 cash a mow. Sir R. Hart asks that he may have the control of the land and grain taxes. His statements are far wrong and ought not to be regarded as in any degree practicable. I cannot be a party to support any such design. The Sovereigns have commended us each to state his view. The increase of the revenue for the support of the army and drilling new troops is a pressing need at the present time. It is the duty of all the Governors and Viceroys to adopt methods suited to the conditions of each province for a larger collection of money in so far as it can be obtained without laying new taxes on the already over-burdened people. The amount must not be oppressive nor the procedure plainly worn-out and one-sided. Certainly the method should not be by an enormous addition to the land tax to the neglect of other sources of revenue. Let there be cutting down here and there—Let each region be made to produce that which it is adapted for. Let all unite their strength to raise what is required. Although an incredibly great addition to the revenue is not to be thought of, yet little by little, an ounce here, a caty there, inch by inch, and foot by foot, a substantial result may be fairly expected.

In every province some prefecture or district may have a new piece of land brought under cultivation, land without an owner, quietly ploughed and sown without the knowledge of the magistrate. For many years such has paid no taxes. Proof can be had and the amount of additional revenue may very well be considerable. All the Viceroys and Governors should diligently and increasingly inquire and proceed to measure all such land very carefully, so that a sum of money, it may be more or it may be less, may be gained by the national Treasury.

I beg your Majesties to give the order to have the actual state of each province carefully investigated. China is very weak at present. Dangers surround the Fatherland. There should be great caution. Action should be thorough and efficient in every particular. We must remember the work of those able generals and statesmen who put down the T'ai-ping rebellion. In planning their encampments and fighting their battles they showed wisdom and foreseeing prudence. They succeeded because they deserved to succeed.

So in regard to success in finance. I beg your Majesties not to listen to clever novelties couched in language pleasing to the ear. Unwise finance leads to insurrections. There are many rebellions chronicled in history which were caused by unwise finance. Rebellions occasioned by extortionate exactions are most easily produced in times of poverty. The deceivers of the people work mischief most readily when the Government is weak.

What I fear is that Sir R. Hart's plans will lead foreigners to look with greedy eyes on our supposed wealth. They will quickly form cunning plans to obtain control over our sources of revenue. Our system of government will be thrown into confusion by many ambitious foreign schemers. It is not only Hart that is to be feared.

I beg your Majesties to weigh matters carefully and consider the consequences when propositions of a revolutionary character are confidently made. The Memorandum of Hart is empty and wanting in truthful statement. As commanded, I have consulted with my fellow Viceroys. Viceroy Yuan Shih-kai telegraphs that he has sent up his memorial. He asks me to do the same. This with tears of sincerity I now do.—*N. C. D. News*.

## THE SIEGE OF PORT ARTHUR.

DESPERATE STRUGGLES FOR MOATS.

Following is a telegram, dated from Liuchao on 14th inst., and received by the *Kobe Herald*:

"There have been renewed assaults upon the Ehrungshan (Lilunshan) forts, East Chikwanshan (Tonchikwanshan) and the 203 metre hill. The Chikwanshan moat has been retained by the Japanese, notwithstanding desperate counter-attacks from Signal Hill and enfilades from the western moat. Both sides have held guns in the moat. The Japanese hold two sections of the underground gallery, and are also in possession of the greater part of the north moat. The Russian prisoners report that the garrison's rations have recently been reduced. The supply of horse meat is almost exhausted."

A Sasebo despatch of 16th inst. to the *Kobe Shimbun* states that the Russian warships at Port Arthur have lately made several attempts to escape from the Port, but have always turned back. It is believed that the failure of these efforts has been due rather to fear of striking some of the submarine mines than to dread of encountering the Japanese fleet. The Chinese have now learnt the danger of attempting to break the Japanese blockade and they hesitate to comply with the Russian request to supply provisions to Port Arthur, where food is fast running short.

Tokio messages to the *Asahi* state that, according to private reports from the investing Army at Port Arthur, the Russian garrison has been busily engaged in removing large quantities of articles from the city to Lianhsan. This fact seems to confirm the statements of the Russian prisoners, to the effect that the garrison will make their last stand in this part of the scene of operations.

An Associated Press telegram to American papers from St. Petersburg, dated October 22nd, stated that a telegram received by the family of Naval Yard Architect Kautelnikoff, now at Port Arthur, dated October 14th, and sent by way of Chelof, said: "All well. Do not be disheartened. We are working at Sevastopol."

In the same cable the Associated Press correspondent at St. Petersburg made the following remarks with regard to the Baltic Squadron and the prospects of its arriving in time to relieve Port Arthur.—The Baltic fleet will proceed to the Far East at a slow, economical speed. There is no intention to have the fleet arrive there until February. The admiral expects the garrison of Port Arthur to hold out until the fleet arrives. According to calculations, if the garrison holds out another six weeks the fleet will arrive. He thought then begin with the fleet. He thought that it would compel Admiral Togo to relax his blockade and the garrison will be able to secure a fresh supply of war munitions and food."

## THE CHINA TRADERS' INSURANCE COMPANY, LTD.

Following is the report for presentation to the shareholders at the thirty-eighth ordinary meeting, to be held at the Company's offices, on Tuesday, the 6th December, 1904, at 11 a.m.:

The Directors have now to lay before the shareholders the accompanying statement of accounts for the year ended 30th April last. The net premium amount to \$1,530,681.43, and the working account shows a balance at credit of \$483,311.78, which sum the Directors recommend to be appropriated in the following manner:—

A dividend of 18 per cent. to shareholders (\$450 per share) ..... \$108,000.00  
A dividend of 12 per cent. on bonus-bearing contributions, (payable to contributors whether shareholders or not) ..... 100,000.00  
To transfer to reserve fund (Raising the reserve to \$50,000) ..... 50,000.00  
Balance to Underwriting suspense account to close the year ..... 223,311.78

\$483,311.78

DIRECTORS.—Mr. C. Michelau retired from the board during the year; Mr. A. Haupt accepted the invitation of the Directors to rejoin the board and his appointment will be submitted for the confirmation of shareholders. Messrs. A. J. Raymond and E. Orniston retire by rotation and offer themselves for re-election.

AUDITORS.—The annexed accounts have been audited by Messrs. T. Arnold and H. U. Jeffries, who offer themselves for re-election. EVAN ORNISTON, Chairman.

Hongkong, 21st November, 1904.

## STATEMENT OF ACCOUNT.

For the year ending 30th April, 1904.

Assets.  
Cash in hand ..... \$ 34,556.02  
Fixed deposits with Banks in Hongkong ..... 350,000.00  
Investment in mortgage of properties in Hongkong ..... \$26,000.00  
in Shanghai ..... 316,073.05

Bonds of Chinese Imperial Government Loan, 1885, 115 Bonds @ Tls. 25=Ts. 29,000 ..... 37,228.75  
Hongkong & Kowloon Wharf and Godown Co., Ltd., Debentures ..... 150,000.00  
Shanghai Waterworks Co., Ltd., Debentures ..... 5,479.45

London Branch:—  
Cash in hand and in course of collection \$ 29,490.21  
Indian Government Securities ..... 364,726.25  
Consols ..... 43,000.00  
Fixed Deposits with Banks ..... 295,000.00  
Travancore Tea Estates debentures ..... 10,000.00  
Leasehold property, 73 Cornhill ..... 242,500.00

Australasian branches:—  
Cash in hand, in course of collection, and on fixed deposit ..... 178,730.99  
Shanghai branch:—  
Cash in hand, in course of collection, and on fixed deposit ..... 12,619.33

Yokohama branch:—  
Cash in hand and in course of collection \$ 10,532.86  
Deposit with Japanese Government ..... 100,000.00

Interest accrued, but not yet payable 3,254.57  
Furniture at head office and branches 7,203.61  
Sundry debtors ..... 52,138.46

\$2,768,653.47

Liabilities.  
Capital subscribed ..... \$2,000,000.00  
Paid up \$25 on 24,000 shares ..... \$600,000.00  
Reserve fund ..... 900,000.00  
Reinsurance fund ..... 362,366.64  
Exchange fluctuation account ..... 151,092.40  
Underwriting suspense account ..... 148,113.00  
Dividend outstanding ..... 27,608.83  
Sundry creditors ..... 97,257.92  
Balance of working account ..... 483,311.78

\$2,768,653.47

## WORKING ACCOUNT.

To Losses ..... \$864,129.27  
Charges, survey fees, &c. .... 247,714.44  
Directors' and Auditors' fees at head office and branches ..... 18,704.58  
Exchange ..... 16,050.10  
Written off consols ..... 6,450.00  
Furniture account ..... 7,000.00  
Balance ..... 483,311.78

\$1,641,160.17  
By Premium, less re-insurance, return premia and commissions ..... \$1,530,681.43  
Interest ..... 110,361.09  
Transfer fees ..... 116.65

\$1,641,160.17

## RESERVE FUND.

To Balance on 31st October, 1904 \$ 90



## OXFORD LOCAL EXAMINATIONS.

## SEVENTEENTH YEAR.

We have received from the Local Secretary (Dr. G. H. Bateson Wright) the following table relating to the Oxford Local Examinations—July 1904.

Supervising Examiner, Rev. T. W. Pearce.

Alphabetical order for names of schools and boys.

## HONOURS LISTS.

Boys.

Senior. Third Class.

(D) Law, E. A. (J) Gracia, O. R. J.

Preliminary. Third Class.

(D) Crolius, J. (J) E. Law distinguished in English History.

PASS LIST.

Boys.

Senior.

(D) U. Wai-tak, A. A. (J) Ontafon, C. A. A.

(D) Atienza, V. A. (J) Bunje, C. A. A.

(D) Ezra, N. J. A. (J) Tse Yan-jung, A. A.

Over age 19.

(J) Villafior, A. (J) Xavier, J. F.

Junior.

(D) Hagen, W. (J) Alonzo, D. A.

(D) Loft, T. (J) Galluzzi, R. F.

(D) Ng Wai. (J) Galluzzi, U. C.

(J) Sargon, E. A.

Over age 16.

(D) Fung Hing-yuk. (J) Pang Kwok-sui.

Preliminary.

(D) Brandt, F. J. (J) Vidal, F. A.

(D) Brandt, H. G. (J) Ho Shai-kit.

(D) Jek, T. (J) Mok Kai-fook.

(D) Mackenzie, C. G. (J) Mooney, R. J.

(D) Siemsen, F. F. (J) Tsoi Wai-cheung.

(D) Thom, W.

Over age 14.

(D) Chan Lam-fai. (J) White, J.

(D) Drude, R. (J) Cheung Wo-yau.

(D) Pun Ping-leung. (J) Deen Budder.

(J) Brown, F. J. (J) Wong Wai-shu.

Girls.

Senior.

(T) Agoncillo, G. A. A.

Preliminary.

(T) Hoare, M. J. M.

Over age 14.

(T) Hoare, A.

D=Diocesan; J=St. Joseph's; Q=Queen's;

T=Private Tuition.

Certificates may be expected in a fortnight.

## KOWLOON BOWLING CLUB.

Mr. D. Gow, honorary secretary of the Kowloon Bowling Club, has issued the following information showing the present position of affairs in the competition.

In the "Neish" Cup, third round, the players meet as follows:—W. J. Russell v. T. Skinner; J. Parkes; R. H. Baxter v. G. K. Haxton; G. R. Edwards v. W. Taylor; W. Ramsay v. J. M. Robinson; J. M. Henderson v. A. Milroy; A. P. Goodwin v. W. M. Deary; J. G. Gow v. J. Macdonald; and J. Clelland v. D. Harvey or C. F. Focken.

In the competition for the "Taylor" Bowls, third round, the ties are:—J. M. Henderson v. J. M. Robinson; W. Ramsay v. A. R. Kinross; A. P. Goodwin v. J. Macdonald; R. Lapsley v. J. C. Gow; J. Parkes v. J. Walker; T. Pettie v. J. Ramsay; W. M. Deary v. D. Gow; W. Taylor or R. H. Baxter v. G. R. Edwards.

We understand that both rounds are to be completed by the 3rd December.

In the "Neish Cup" competition, second round, J. M. Henderson beat A. Kinross; D. Harvey has still to play C. F. Focken; J. M. Robinson beat G. Dadds; and G. K. Haxton beat T. Pettie.

The second round of the Taylor Bowls competition resulted in A. Kinross beating N. D. Major; J. Macdonald beating C. F. Focken; and Wm. Ramsay beating R. Whyte. R. Taylor has still to play R. H. Baxter.

## THE AMERICAN RAILWAY CONCESSION CANCELLED.

A wire from Peking to the N. C. D. News, dated 15th inst., says:—

The Chinese Government has informed the U. S. Minister, Mr. Conger, that it has decided to cancel the concession to the American Company for the Canton-Hankow railway.

Reports from native sources printed in the same issue state that as a result of the united and persistent stand made by the gentry and notables of Canton, assisted by a large number of men hailing from other provinces, a good many Hunanese amongst them, against the action of the American syndicate constructing the Canton-Hankow Railway, in selling its right to a Belgian syndicate, whose working in the interests of France and Russia is an open secret to all Chinese, the Chinese Government has notified the United States Government through H. E. Mr. Conger, the U. S. Minister at Peking, that the concession granted to the American syndicate company in question is cancelled. Although the Waiwupu had known perfectly well the trend of affairs in the South, the Department following the line of least resistance, pretending to be unaware that more Russian and French chains were being forged for the empire in its southern dominions and ignored the protests made ever and anon by some more patriotic mandarin warning the Waiwupu of the danger menacing the country. Fortunately there are still many patriots in this country and... these combining started an agitation in Canton, on behalf of the people of Kwangtung, against the selling of the railway to the agents of any other nation. Once the agitation was started by the calling together of a meeting in Canton of every one who had the welfare of their country at heart, enthusiasm caught on like wild fire, more meetings were called, and then at a mass meeting a large and influential Committee was named with instructions to approach the Central Government on the subject and give the Waiwupu to understand that here was the necessary backing the timid Ministers needed, and that "any divergence from the path which pointed to the true interest of the Empire would be opposed by the inhabitants of Southern and Central China to the last gasp." Not contented with giving these hints to the Waiwupu, the Committee and their friends took the matter up to the Grand Council, and finally into the Palace, with the result that the object of the people of South China has been gained, and the members of the American syndicate informed, through their Minister in Peking, that their agreement to the Canton-Hankow Railway has now "ceased and determined," and "lapsed through default." Those who have the matter in hand intend that the line shall be constructed by Chinese alone, and many million taels have already been subscribed and paid into the banks by wealthy gentry and notables not only of Kwangtung, but other provinces, to that end.

## MACAO-CANTON RAILWAY CONVENTION.

Whereas the Board of Foreign Affairs in China (Waiwupu) addressed to the Minister Plenipotentiary of Portugal in China a despatch under the date of 15th October, 1902, corresponding to the 14th day of the 9th month of 28th year of Kwangsu, stating that the Chinese Government agreed to grant to a Portuguese-Chinese Company organized in Macao the right to construct a railway from Macao to Canton, as may be seen from the copy of the said despatch appended to this Convention; His Excellency the Minister Plenipotentiary of Portugal in China, Jose d'Azevedo Castello Branco, and His Excellency the Imperial Commissioner Sheng, Director General of Railways, Junior Guardian of the Half-Apparent and ex-Vice-president of the Board of Public Works, having met together in Shanghai, and after discussing thoroughly the conditions of the concession made to the said Portuguese-Chinese Company, for the construction of the railway, as well as the basis of the constitution of the said Portuguese-Chinese Company, which must be formed by shares divided in equal proportion amongst the subjects of the two nationalities, and by shareholders having equal rights, have come to an understanding, and directed by the Portuguese subject, Pedro Nolasco da Silva, and the Chinese subject, Lam Taelun, to jointly formulate the Articles of Association of the said Company, after the signing of this Convention by the two high functionaries above mentioned; a copy of the said Articles of Association to be sent to the Director General of Chinese Railways for his consideration and examination.

The conditions of the concession that the Chinese Government agrees to make to the Chinese and Portuguese Canton-Macao Railway Company, are as follows:—

## ARTICLE I.

The right to construct and operate the railway between Macao and Canton is granted to a Portuguese-Chinese Company, constituted by shares and composed of Portuguese and Chinese subjects. The shares of this Company must be divided in equal proportion between the subjects of these two nationalities, and the shareholders will have equal rights.

The Company will have its head office in Macao and an office in the territory of Kwangtung for the management of the construction and operation of this railway.

The name of the company will be Chun-Pu-Kung-Ao-Tie-Lu-Cum-Sz (Portuguese-Chinese Company of the Canton-Macao Railway). As this railway is constructed by Portuguese and Chinese merchants, the Portuguese Government cannot under no pretext interfere with the affairs in connection with this Company.

## ARTICLE II.

The administration of the Company will be always conducted jointly by Portuguese and Chinese subjects only.

Infraction of this clause may render this agreement liable to be cancelled by the Chinese Government.

## ARTICLE III.

The capital necessary for the construction of this railway will be subscribed in equal proportion by Portuguese and Chinese subjects.

The Chinese subjects will have one-half of the shares and the Portuguese will have the other half; in the latter half will be included Chinese merchants residing in Macao and Chinese merchants naturalized as foreign subjects.

The Company will be administered according to the Articles of Association which Chinese and Portuguese shareholders will have equal rights.

But as most of the shareholders are Chinese and the railway is located, for the most part, in the territory of Kwangtung, it is agreed that the regulations concerning shares, shareholders' rights, directors, auditors, and general meetings of the shareholders, will be framed in accordance with the Chinese law concerning commercial companies sanctioned by the Imperial Decree of 5th day of 12th month of 29th year of Kwangsu (21st January, 1901), when such law does not conflict with the stipulations of the Articles of Association by which the said Company will be ruled.

## ARTICLE IV.

The route of this railway is not yet fixed. Engineers are to be engaged to make the necessary survey between Canton and Macao, and then the route will be fixed.

## ARTICLE V.

As soon as the survey is concluded, a plan of the route, stations, sheds, workshops and other necessary buildings will be drawn up and submitted for approval to the Imperial Commissioner, Director General of Railways. After his approval, the work of construction may begin.

Four copies of the plan will be delivered to the Imperial Commissioner, Director of the Railways, one to be kept by him in his bureau, and the other three to be sent by him to the Board of Foreign Affairs (Wai-wu-pu), to the Board of Commerce (Shangpu), and to the Viceroy of the Two Kwangs.

## ARTICLE VI.

The expenses of the survey as well as of the construction of this railway will be defrayed by the Company.

## ARTICLE VII.

The Chinese Government will not grant to any other person or persons, syndicate or company, the right to construct another railway, parallel to that operated by this Company, within a distance of 10 (ten) English miles to the left, and 10 (ten) English miles to the right of that railway.

## ARTICLE VIII.

The Director General of the Railway and Consul-General of Portugal in Canton will acquire the Viceroy of the Two Kwangs of the date on which the survey will commence, and subsequently the same Director General and Consul will acquire the said Viceroy of the date on which the work of construction will commence. In both cases the said Director General and Consul will ask for the necessary passport for the Engineers and others who may be employed in the survey and in the construction of the said railway.

The persons provided with these passports will have, wherever they may go, the protection from the Chinese local authorities.

## ARTICLE IX.

All questions that may be raised concerning this railway, during its construction, or after its construction, will be at first discussed between the Viceroy of Two Kwangs and the Consul-General of Portugal at Canton, and only when these functionaries cannot come to an agreement on the subject, will reference be made to the Chinese High Authorities and the Minister of Portugal in Peking.

## ARTICLE X.

All the land necessary for the construction of the railway, for stations, storehouses for plant, machinery, and implements, in a word, for necessary buildings will be acquired by the company in the following manner:—

1st. If the land should be Government ground, the land should be requested the local authorities to measure and register the said land in the name of the company, which will utilize the same land up to the termination of the concession, paying annually to the Chinese Government a ground rent.

2nd. If the land belongs to private persons or to Municipal Councils (Com-Koe), the company will enter into agreement with the proprietors in order that the sale shall be made by mutual consent. If any rent or taxes are to be paid, the company will pay them in accordance with custom.

3rd. If the sale cannot be carried out by mutual consent, the company will apply to the nearest local authorities for assistance in effecting the sale, taking as basis, for deciding the question, the current prices at which land in that locality is sold; and the company will pay accordingly.

4th. If the land should be occupied houses, trees, ponds, wells or anything which has cost money and toll, the company will pay, besides the price of land, the value of the said properties, which will be determined in the same manner as has been established for fixing the value of land.

5th. If the land should be occupied by cemeteries, a detour must be made, but in the case of isolated graves and if no detour is possible, the company will liberally pay the expenses of the removal of the graves in addition to the price of the land.

6th. The company will be reasonable and equitable in all transactions with the inhabitants of the localities through which the railway will pass, and will employ every means tending to avoid what may bring damage to the land or offence to the feelings of the inhabitants of these localities, but the inhabitants of the same must in no way, and under no pretext, obstruct the construction of the railway, nor spread rumours in order to disturb the minds of the people.

The local authorities will issue, whenever requested to do so by the company, proclamations explaining to the people that the railway is intended to increase trade and to develop the prosperity of the inhabitants of the country, and therefore every one must keep order, abstain from creating disturbances, and do his own duty, under the penalty of a severe punishment.

## ARTICLE XI.

For the manual labour of excavating and removing earth, of filling in grounds, and carrying materials, the inhabitants of the place in which the works are carried on, will be employed in preference. To obtain these labourers the company will apply to the Municipal Councils (Cum-Koe) or to the elders and with their advice and assistance the wages will be fixed.

## ARTICLE XII.

The Company will employ police and watchmen to guard the railway and its buildings. These police and watchmen will be Chinese, and the foremen will be chosen and appointed by the Chinese authorities.

## ARTICLE XIII.

The railway Company agrees to construct, at its expense, a building beside the central railway station, where all goods coming by that railway to Macao from China, or going from Macao to China, may be examined by the Chinese Imperial Maritime Customs' employees, and where all duties leviable on these goods may be collected.

## ARTICLE XIV.

As soon as the construction of the railway is completed, in whole or in part, the Company, through the Director General of Railways and the Consul-General of Portugal in Canton, will communicate to the Viceroy of the Two Kwangs, when the whole railway or such part of it as is completed will commence to work.

## ARTICLE XV.

As soon as the railway is constructed, in whole or in part, the Governor of Macao and the Viceroy of the Two Kwangs may come to an understanding about the places and the method of collecting the duties on goods imported and exported through this railway and the railway may then commence to work.

## ARTICLE XVI.

The tariff of passage and freights will be fixed by the Company.

## ARTICLE XVII.

The gauge of the railway will be the same as that adopted for the Canton-Fatsan railway.

## ARTICLE XVIII.

The Company will be at liberty to make use of the public roadways for the conveyance of materials for the railway without any hindrance or obstacle, but will pay indemnity for any damages caused to houses and properties of the public. The company may, if no objections be found, also build gratuitously, on the ground of the government, materials for the works, lodgings for workmen and stores for materials; but if the ground should belong to private persons, the Company will pay rent in agreement with the owners.

All these grounds will be returned when the work of the construction of the railway is finished.

## ARTICLE XIX.

The Chinese Government will allow gratuitously the extraction of such stone and sand as may be necessary for the construction of the railway, if the stone and sand are found in grounds of the Government and if no objections are found; but if the grounds belong to private persons, the Company will enter into agreement with the owners, and the Chinese local officials will, if necessary, take steps to protect the Company against extortion and prevent injustice to any of the parties.

## ARTICLE XX.

The Chinese Government will not give gratuitously land for the construction of the railway nor guarantee the interest on the capital invested in its construction, but grants hereby to the Portuguese-Chinese Company, which is to construct and operate this railway, the following three concessions:—

1.—Grants to this Company the right to construct, in places near to the railway, reservoirs for the storage of water whence it may be carried by pipes for the use of the railway.

2.—Grants to this Company the right to establish in the Heung-shan district one sanatorium and one summer resort.

3.—Grants to this Company the right to establish schools in places previously chosen in accord with the local authorities, where Chinese boys may be instructed in the Portuguese language to act afterwards as interpreters, and also in technical knowledge for employment by the railway.

The land that may be necessary for all these works will be acquired by the Company by agreement with the owners if the land belongs to private persons or to Municipal Councils, but if the land belongs to the Government, the Company will petition the Government to measure and register the said land in the name of the Company which will pay the taxes due to the Chinese Government.

## ARTICLE XXI.

When out of the annual revenue of the railway, after deducting the amounts necessary to pay all the expenses, the annual interest of 6 per cent on the capital, and an annual instalment for the sinking fund not exceeding 3 per cent of the capital, there remains a surplus, the surplus will be considered net profit, and the Chinese Government will receive 30 per cent of this profit, the remainder reverting to the shareholders.

The annual instalment for the sinking fund will cease as soon as the whole capital invested is redeemed.

To determine the capital invested, the basis will be the account books of the Company and the annual accounts rendered by it to the shareholders.

## ARTICLE XXII.

At the end of 50 years, to be reckoned from the date the railway began to work, the said railway and its appurtenances will revert to the Chinese Government without any indemnity to the Company, if the capital invested in the said railway and its appurtenances is fully redeemed by the sinking fund stipulated for by Article XXI, otherwise the Chinese Government will pay to the Company as indemnity previously agreed upon by mutual accord to complete the full reimbursement of the capital, before taking possession of the railway and its appurtenances.

To determine the capital invested, the basis will be the account books of the Company and the annual accounts rendered by it to the shareholders.

## ARTICLE XXIII.

If the Company becomes bankrupt, in case of financial difficulties, the two Governments, Portuguese and Chinese, will be under no responsibility, and will pay no indemnity.

## ARTICLE XXIV.

Notwithstanding the watchmen employed by the Company to watch the railway, the Chinese Government will protect the railway and its dependencies, as well as whatever other duly authorized buildings the company may possess, against the attacks of out-laws attempting to destroy the railway or to commit depredations and robbery.

## ARTICLE XXV.

The Company may, whenever it is found to be necessary, construct telegraph and telephone lines, which must follow the railway. These telegraph and telephone lines will be employed only for the services of the railway, and will not receive nor send messages for the public.

## ARTICLE XXVI.

In the event of war, rebellion, or famine, the Chinese government, desiring to send troops, arms, ammunition, or provisions and other articles to afford relief in the case of famine, will have the right of preference in the use of the railway for the transport of men and articles necessary for these purposes, at half the usual rates for passage or freight. This reduction of rates cannot be claimed in a normal state of affairs.

In the event of war, the Company will not render help to the enemies of China.

## ARTICLE XXVII.

Official correspondence and the Imperial Post Office letter bags will be carried gratuitously by the railway according to postal regulations, of which are transcribed eight articles as follows:—

1.—The railway will carry only Chinese Imperial Post Office Mails, and it will not be allowed to carry mails from private post offices or from post offices of other nations.

The mail matter of foreign armies, which by the contract ought to be carried, will be sent to the railway through the Imperial Chinese Post Office on the day the said Post Office sends its mails.

2.—The Post Office does not wish to interfere with the luggage of the passengers of the railway, but if it comes to be known, or if it is verified, that there exists the practice of carrying letters clandestinely, thereby violating the regulations, then preventive measures will be adopted as they should be found necessary.

3.—In the wagons, during the trips from one place to another, there will be a special compartment for carriage of the ordinary mails, according to contract.

When there is a change in the time of departure of trains, the same must be communicated to the post office two days previously, in order to make it known to the public.

4.—For the carriage of ordinary mails in the special compartment, there will be no charge to be paid, but if a special wagon is demanded, payment will have to be made in accordance with rules adopted by other nations, and the rate must be extra cheap.

This point remains yet to be settled.

5.—The Post Office employees are at liberty to travel by the railway on business, but they must be supplied with free tickets, furnished by the railway administration at the request of the Post Office, and if they are not supplied with such tickets, they must pay their passages as any ordinary passenger.

6.—Each railway station will be allowed to rent a certain number of ware-houses and houses.

In these stations, will be placed letter boxes for the reception of letters, and it will be the duty of the Post Office to look after them.

As to the rent of ware-houses and houses, new agreements are necessary.

7.—When the Post Office has anything to pay to the railway, this payment will be made annually.

8.—The alterations which in future may be found necessary will be made by the Board of Foreign Affairs and Board of Commerce.

## ARTICLE XXVIII.

The Portuguese Macao Government Post Office's letters and letter bags must be carried gratuitously by the railway to the nearest Chinese Imperial Post Office Station established in Chinese territory.

## ARTICLE XXIX.

The engineers, and other persons employed by the railway company, either in any technical or special capacity, may be foreigners, but the labourers of all kinds will be natives.

All the employees of the company will be appointed by the Company.

## ARTICLE XXX.

The machines, instruments and materials imported for the use of the railway when imported into Chinese territory will not be free from Customs duties.

## ARTICLE XXXI.

The present Convention is written in Portuguese, Chinese and English, and signed in twelve copies in each language.

All these versions have the same sense and meaning, but if at any time questions should happen to arise wherein there are divergences in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen.

In witness whereof this Convention has been signed in Shanghai, this 11th day of November, 1904.

## APPENDIX.

## (Copy.)

Despatch of the Waiwupu on the Railway Concession.

Ching, Prince of First Class, President of the Board of Foreign Affairs, Envoy Extraordinary and Minister Plenipotentiary of His Imperial Majesty of Taiting Dynasty, to His Excellency, Jose d'Azevedo Castello Branco, Envoy Extraordinary and Minister Plenipotentiary of His Most Faithful Majesty in China.

I have the honour of acknowledging the receipt of your despatch of the following tenor:—

"As we have in our conferences agreed that, for the development of commerce, the Government of His Imperial Majesty of China would grant to a Portuguese-Chinese Company, to be constituted for this purpose in Portuguese territory, the concession for a railway between Macao and the city of Canton, I come now to

ask your Highness to confirm in answer to this my despatch, this concession, in order that I may communicate it to the Government of His Most Faithful Majesty, etc., etc."

I have taken due note of the despatch.

I must inform your Excellency that I assent to the request made by your Excellency, that a Portuguese-Chinese Company, to be organized in Portuguese territory, should be allowed to establish a railway between Macao and the city of Canton.

The conditions of this concession will be defined in a contract that will be settled between a Minister appointed by His Most Faithful Majesty and the Minister Sheng, the Director General of the Railways of China, residing at Shanghai.

This is what I have to answer to your Excellency.

14th day of 9th moon of 28th year of Kwangsu, 15th October, 1904.

Sealed with the seal of Waiwupu.—Shanghai Mercury.

## INCIDENT IN THE CHINA SEA.

The mail arriving from home yesterday brought news of an incident which is reported as having occurred in the China Sea. A telegram, dated Marseilles 19th October, states: A naval ensign, named Wurstharn, has just been placed in a lunatic asylum here. It appears that while in the China Sea he suddenly went mad and from the bridge of the French warship of which he was an officer he ordered the crew to be ready to fire on a British vessel, which was lying near. He declared, excitedly, that news had just come that war had broken out between France and Great Britain. Fortunately, the commander of the warship was at hand, and promptly had the unfortunate officer removed. Ensign Wurstharn was sent home by the s.s. Melbourne.

## STATION HOTEL, KOWLOON.

A new hotel is contemplated for Kowloon, the following particulars of which we have received for publication:—

The hotel is to be erected on Kowloon Island Lot No. 402, and will front on Robinson Road. The lot has a frontage of 100' to Robinson Road and a depth of 150'. The design shows a three-storied building on the front wing, and four-storied to the north and south wings. Each wing has wide verandah



## THE INTERPORT CRICKET WEEK.

SOME NOTES ON THE PLAY.

The long talked of Interport Cricket week has come, and gone, and our neighbours in the Straits have proved their superiority all round. That this would be so, was not altogether unexpected in certain quarters, although at one stage of the final contest, Hongkong, when stumps were drawn on Thursday, had what appeared to be on paper a distinct advantage. Singapore only four runs ahead on the first innings having lost four good wickets. A change came over the spirit of the dream, however, on resuming yesterday and, thanks to admirable batting by Rees, Barrett and Wyatt, set our local opponents the somewhat formidable task of getting 206 runs in order to pull the match out of the fire. This, as is too well known, the visitors failed to do, leaving Singapore the winners after barely two hours' play. The position is thus, that Singapore easily accounted for both elements to whom they were antagonised, Hongkong securing two points, while Shanghai took the wooden spoon. There can, however, be no question but that the laurels go to the most deserving, much as we regret to have to say so, for the southerners excelled in every branch of the national sport. In Rees, for instance, they possess a tower of strength and he played all round sound cricket consistently and confidently, and was unquestionably the hero of the cricket week. His achievements included an average of over 25 runs for the four innings in which he took part, eighteen wickets at a cost of a little less than eleven runs apiece, whilst from his position at short slip he managed to bring about the dismissal of two other batsmen, a truly remarkable performance. Captain Barrett, once a well known member of the Hampshire County Eleven, was also in excellent form with the willow, and on each occasion that he faced the music he rattled up good scores finishing with an average for the four innings of 44.5. Other fine work was accomplished with both bat and ball by Wyatt, and his score of 74 yesterday did not a little damp Hongkong enthusiasm. The Shanghai men though beaten completely put up a fairly good game, but their bowling resources were weak to a degree, and only Potter and V. H. Lanning could do anything at all. Turnbull, the crack Shanghai batsman, who at one time was a prominent Colonial player opened with a capital score of 84, compiled all round the wicket, but subsequently failed utterly, though on one occasion he should in fairness state that he was unluckily run out. H. R. Jarke, however, played pluckily, had a fairly good account of himself, but the brothers Wallace, from whom Shanghai people are apt to expect something of more than mediocre skill, never were really in form. It was, however, the weakness of their bowling department that helped them to the double failure. The Hongkong team throughout played well up to expectations, except maybe in the concluding stages of yesterday's game. R. Hancock was in fine form against Shanghai, and his hard hitting in that match was one of the brightest features of the game. J. T. Dixon, always a reliable cricketer, gave several fine exhibitions of the pastime both from the offensive and defensive points of view, whilst Lumsden more than justified his inclusion in the eleven in the same departments. Capital work was also done by Lieut. Heath, Arthur (a most alert and efficient wicket-keeper) and Burnie. All three games went off in swinging style and gave unqualified delight to the large and fashionable crowds who gathered each day, and who followed the progress of hostilities eagerly, not to say with marked enthusiasm. H.E. the Governor (Sir Matthew Nathan, K.C.M.G.), attended each afternoon and took a keen interest in the sport. There were, however, two rather curious decisions, one in the first match at the hands of Mr. A. G. Ward (who we believe afterwards admitted that he had made a mistake) and the other by Mr. A. E. Lanning, who gave Major Talbot out leg before on Thursday afternoon when to the majority of the spectators it appeared that the ball hit his arm rather than his leg. The Major protested slightly, but in the light of the fact that his team eventually won the game with a good bit in hand he has probably forgotten the incident. Mistakes, however, of this kind cannot be avoided in a game like cricket, and when they do occur the wiser policy for the injured player is to grin and bear it. We must heartily congratulate the Committee and members of the Hongkong Cricket Club on the admirable way in which they catered for the welfare both of their guests and the general public. There was no lack of seating accommodation, and the new Pavilion, and the temporary stand for the convenience of members and lady visitors proved invaluable. The weather throughout the week was fine, and at times cold, though by no means ideal cricket weather. This unconsidered feature, however, detracted in no way from the *tout ensemble*, which was successful and enjoyable to a degree. Last night the members of the three teams, and a few friends and officials of the H.K.C.C., were entertained by H.E. Sir Matthew Nathan at an informal bachelor dinner at Government House, and a most pleasant evening was spent, the toasts though few being heartily given and as cordially acknowledged.

## THE FALL OF THE CURTAIN.

(Continued.)

Throughout the past week the duel between the willow and the leather sphere has continued merrily on the local Cricket Ground. That our own elected champions were forced to bend the knees to their sister colony in the South may cause a passing regret, but sentiment must not be allowed to prevent us according hearty congratulations to the "dark horse" of the three teams, who have throughout the series proved themselves to be possessed of the true sporting instinct, and have shown real grit and an ability to rise to the occasion, when Dame Fortune seemed to be withholding her smiles. The team from the Straits was an unknown quantity—they were reputed to be possessed of some good bats, but were considered somewhat weak in the bowling department. In the end they proved themselves to be a thoroughly capable all-round combination, alike in batting, bowling, and behind the wicket. Hubbard, who officiated in the last position, is an old Lancashire county cricketer, and to judge by the exposition he gave with the gloves, has not lost much of his county form. But Rees, the young South Australian, had a lot to do with the success of his team. This was his first appearance in Interport cricket, although he has played in Inter-State matches on several occasions "down under." His manner of placing his field caused a deal of comment on the ground, but was quite justified by results. He only had two men on the off, and sends down a tempting ball on the leg side with a view of inducing the batsman to get him round in that direction. How well he succeeded a glance at the scores will show. He varied his deliveries with sound judgment, and with balls that broke in considerably succeeded in finding the batsman's wicket on no less than ten occasions in the matches against Shanghai and

Hongkong. His analysis is one he may well be proud of. Bowling against Shanghai he secured seven wickets in the course of the match at a cost of just over twelve runs apiece. Against the home team his success was still more pronounced, he taking eleven wickets at an average of just over nine runs for each. His batting average comes out at over 25 for the four occasions on which he went to the wicket. Wyatt, the left handed bowler, comes out of the series with a batting average of over 30 per innings, and he likewise secured eleven wickets at a cost of eleven runs apiece. Capt. Barrett, well known in Hampshire county cricket a few years ago, has a wonderfully consistent batting average to his credit, having scored a total of 178 runs on the four occasions he went to the wicket, giving him an average of 44.5. To these three men belong the chief credit of the victory, although the team as a whole exhibited remarkable efficiency in the field. Shanghai's complete failure is difficult to understand. They are possessed of sound, capable bats and good bowlers, yet against Hongkong they never at any time appeared to possess any likelihood of success. Turnbull gave a good exhibition of free hitting in the first innings, and compiled 84, but failed to do anything else of note throughout the week. The bat, if we except W. H. Moule and Dew, never at any time rose above mediocrity. Potter and V. H. Lanning proved their most successful bowlers during the week, Potter having fifteen wickets to his account at a cost of 184 runs, giving an average of just about 12 runs a wicket, and Lanning eleven, at a cost of 17 runs each. Shanghai was, no doubt handicapped to a considerable extent by losing the services of Drummond in their second match, against the Straits. He had his hands terribly knocked about when keeping wicket against the home team, they being swollen and cut, and it was an absolute impossibility for him to turn out against the Straits. T. Wallace was a capable under-study, but lacked the experience of Drummond. The Hongkong team are to be sympathised with, to a certain extent, on having to take second place to the Straits after looking all along as almost certain victors. They made no mistake with Shanghai, and put the match to their credit with four wickets in hand. Then, in their encounter with the Straits, after establishing a lead of 72 on the first innings and disposing of four of the opponents' wickets at a cost of 31 runs when play closed on Thursday evening, they had their bowling completely mastered, and the Straits second innings closed for a total of 232, leaving the home team 206 to get to win. This seemed a fairly easy task on the good wicket, but it was not to be, wicket after wicket fell, and the innings was brought to a conclusion for the meagre total of 110 runs, Straits thus winning the rubber by 95 runs. Dixon stands out head and shoulders above the rest of the team in both departments of the game. His batting average for the week remains at 30.85 in the first against Shanghai; but it was as a bowler that he excelled. He secured 19 wickets in the course of the series, at an average of a trifle over nine runs a wicket. He bowled with wonderful effect in the Straits first innings, sending back three men in one over, and all but performing the hat trick. The final result is as follows:

1. Straits	.....	(2 wins)
2. Hongkong	.....	(1 win)
3. Shanghai	.....	(no win)

The team were to have played a game this morning with two elevens chosen from the three sides. But five of the Shanghai batsmen are returning to-day, and the Singapore men prefer to take a spell after their four days' labours in the field. So the fixture fell through.

## THE SMOKING CONCERT

AT THE CITY HALL.

In entertaining the wielders of the willow from Shanghai and Singapore the members of the Hongkong Cricket Club have spared no pains to ensure for them a happy holiday in a Colony, which, apart from its natural beauties, is devoid of many attractions. Everything that time and thought could devise has been done to make the visitors' sojourn in this city pleasant, and to this end H.E. the Governor has contributed in no small degree not only in being a spectator at the matches or attending the A.D.C. production of "Dorothy" on Saturday, but by his presence at the smoking concert given to the teams last evening, when for two hours he enjoyed a programme at the City Hall and proved himself as good a sportsman as H.M. the King whom he so ably represents. He arrived with his aide-de-camp punctually at nine o'clock in company with Mr. E. W. Mitchell, the president of the Cricket Club, and was afterwards joined at the Chairman's table by Mr. F. W. Potter, Shanghai, and Capt. H. L. Talbot, Singapore. The programme was proceeded with at once, the band of H.M.S. *Vengeance*, under the conductorship of Signor Carlo Guidotti opening the concert with a very creditable rendering of *Havahua*. This was succeeded by *Old Heidelberg*, sung by Mr. F. Austen, after which Mr. E. Tozer, who held the audience with an inimitable rendering of a humorous song in which he told of the good day he had had, the audience naturally wanted to hear further and by dint of continual cheering got Mr. Tozer back again and heard from him a song alluding to the remarkable modesty of a maiden who had lost a hair-pin. Mr. Goldring was another popular vocalist, his contribution, *My love is come*, necessitating an encore which he furnished with another capital item. The "Penny reading" of Mr. R. Sutherland was really funny and an encore was inevitable. To this he responded with a second humorous contribution, after which the band played a popular selection. The first part of the programme concluded with an exhibition sparring match by Armstrong and Franks, light-weights from the *Vengeance*. They are clever exponents of the art and during their four rounds kept the house keenly interested. The instrumentalists maintained the merriment during a short interval, and part two was opened with a song by Mr. G. Edwards, who was followed by a capital item by Hatten, A.B., and signmaster O'Leary, from the battleship. It was a sailor's homp and from the start there was no doubt that a repetition of the item would be demanded. This proved to be the case and was certainly deserved. Mr. A. R. Evans was recalled for a comic selection after which the Hussars Chorus was given by members of the company who took part in the production of *His Excellency* some months since. The dancing was a trifle "rusty" but with a little practice the performers would quickly be up to their old form again. Mr. G. P. Lammert delighted the house with a very fine rendering of *Queen of the Earth*, and subsequently, as an encore, with *Sons of Araby*. His singing was one of the features of the concert and was greatly appreciated. A clever conjuring turn by Mr. L. H. Branson was followed by another song by Mr. Goldring after which Mr. Sutherland came on and again amused the audience. Mr. Miller, of the *Vengeance*, contributed a unique and clever demonstration of hypnotism and the band brought the performance to a close with the *Honeymoon* march. During the

course of the evening the Chairman, in proposing the health of the visitors, said he was sure he was only echoing the voice of all the members of the Hongkong Cricket Club and the community of Hongkong in general, when he remarked that they were only too pleased to meet the representatives of Singapore and Shanghai (loud applause). He hoped they would visit the Colony more frequently, and that Hongkong would also be able to send teams to Singapore and Shanghai (applause) when, he trusted, northerners and themselves they would come out a little better off than they had just done. In fact, he hoped they would give the Straits a licking although he was aware it would take a lot of doing. They undoubtedly had the best team at present, and had a capital captain in Major Talbot (applause) who, in 1897, showed him an able master of cricketers. This year he exhibited great tact in the way in which he managed his team. He was sorry the Shanghai men had to take the wooden spoon, but he paid a tribute to Capt. Potter, whose bowling, he said, won the respect of all of those who witnessed the game.

## FIRE IN KENNEDY TOWN.

BIG LOSSES.

At about four o'clock yesterday afternoon an alarm of fire was turned in at the Central Station, and the Fire Brigade, under Mr. E. R. Hallifax, with Mr. H. Baker, and Chief Engineer MacDonald were soon on their way to the scene of the outbreak, which was discovered to be in a row of godowns, belonging to the firm of Man Fat Yuen, of Nam Pak Hong, rice merchants, in Kennedy Town, and which were understood to be filled with sugar, peas, rice, flour, and other merchandize. According to some coolies, the fire broke out among paddy husks and gunny bags in one of the godowns, and in a few moments the whole place was ablaze, the flames speedily extending to the adjoining godowns, which were not long in bursting into flame, until the whole row was one immense furnace. It was understood that one of the godowns was filled with kerosene and coconut oil, and other most inflammable materials, and every effort was at once made to prevent the fire extending in that direction. But so fierce a hold had the flames got that, despite the volumes of water poured upon it, the godown soon caught, but as the fire progressed no sign of any oil was evinced, and in the absence of the owners it could not be definitely ascertained whether there was really any stored there or not. The heat was intense and the firemen had the greatest difficulty in directing their water sprays, owing to that and to the dense choking volumes of smoke which everywhere rolled around. As the fire burnt its way the flying sparks soon set alight two dwelling houses near by inhabited by Chinese families. Every possible source of water supply was promptly brought into requisition, and hoses were quickly belching forth their fire-fighting element from all sides at once. Owing to the sparks and burning debris the neighbours commenced removing their household goods, and the scene presented was one of indescribable confusion, albeit, from a spectacular point of view, the sight was magnificent, the flames spreading light around almost as if it was day. Windows, roofs, verandahs, all held their quota of valiant fire-fighters, and these men were indefatigable in their strenuous efforts, to confine the outbreak to as small an area as possible. At about half-past six the first four godowns to catch fire were absolutely gutted, being filled with a smouldering mass of what had once been valuable merchandize, from which clouds of blinding, choking smoke rose heavily upward, and spread around. By seven o'clock another godown was in flames, and it was only by the great exertions of the firemen, materially assisted, no doubt, by the absence of any stray wind, that kept the conflagration in such a practically limited area. Inspector Colton and his force of policemen had their work cut out for them in keeping back the crowds of loungers, who would otherwise have hampered the firemen in their efforts to move the hoses from place to place. The fire continued to burn steadily, but at half-past ten the danger of its extending further was practically over, and soon after midnight some of the men who had been foremost in the fray were obliged to retire for a short but well earned rest, while shifts were arranged for the rest of the night. In the early hours of this morning the flames were practically got under, but there remained, and all to-day has remained, an immense smouldering heap, on which the water has been continuously playing. In the absence of the owners the actual extent of the damage cannot be definitely estimated, though it has been variously figured at between \$150,000 and \$300,000, one prominent Chinese merchant having roughly put it at \$250,000, as the lowest estimate, while it has not been possible to trace the whole of the insurance. It is reported that the whole block of buildings was insured with the Chun On Insurance Co. for \$19,000, while the contents of Nos. 1 and 2 were covered in Chinese firms to the extent of \$40,000; those in No. 3 to the amount of \$55,000, of which \$16,000 was with Messrs. Siemens & Co., \$7,000 with Messrs. Melchers & Co., \$6,000 with Messrs. Butterfield & Swire, \$4,000 with the Commercial Union, and the remainder with Chinese firms.

## PROSECUTION UNDER PILOTS ORDINANCE.

The first prosecution under the newly enacted Pilots Ordinance was heard by Mr. C. J. Maguire at the Magistrate's court this morning when the assistant Harbour Master, Mr. R. H. Basil Taylor, proceeded against a man named Wong Tai Hu for piloting the Austrian, Lloyd's s.s. *Giela* without a license. It appears that on the 21st inst., about half-past five, Pilot Groves boarded the incoming steamer off Lamma Island and asked the captain whether he required his services or not. He received an answer in the negative, and subsequently learned that the defendant brought the ship into port. At the Kowloon wharves Mr. J. McIlroy went on board and seeing the Chinese pilot reported the matter to the harbour authorities. At the Court this morning Mr. Basil Taylor said that the Pilots Ordinance was passed in April last, previous to which there were no licensed pilots in the Colony. Afterwards a notification was issued to the effect that until a sufficient number of licensed pilots were obtained the law would not be enforced. He did not wish to press for a heavy penalty in the present case as no notification of the Ordinance having come into force had been given. Mr. Maguire informed the defendant that he was liable to a penalty of \$100, but as the assistant Harbour Master, who prosecuted, had no desire to press the charge he would impose a nominal fine of \$1, and bind defendant over in the sum of \$50 for three months.

HIGH Commissioner Teh Liang wires to Peking protesting against the payment of indemnity in gold. He is instructed to negotiate with the foreign Consuls at Shanghai, together with Tuan Fang, acting Viceroy of Liang Kiang.—*Universal Gazette*.

## NAVAL WEDDING AT HONGKONG.

COMMANDER GAUNT MARRIED.

A pretty and somewhat unique wedding for Hongkong was celebrated to-day at St. John's Cathedral, when Captain Guy Reginald Archer Gaunt, present commander of the H. M. battleship *Vengeance*, was married to Margaret, widow of Mr. Philip Jukes Worthington, of Leek, Staffordshire, second daughter of Sir Thomas Wardle, of Leek and Swinsley. The ceremony was performed by the Rev. W. H. Chappell, chaplain, H.M.S. *Vengeance*. The bride, who was tastefully dressed in cream lace over cream silk, wearing a picture hat with cream ostrich plumes, was given away by the Hon. Gershom Stewart, Mrs. Gershom Stewart lending her support to the bride. The groom was attended by Captain Harris, R.N.A., of Commander Gaunt's ship. The service concluded, a large number of blue-jackets and marines from the *Vengeance* lined up, while rice was freely passed round, and abundantly showered on the newly-wedded couple as they left the Cathedral. Upon taking up their positions in their chairs, photographs of the party were secured and then the blue-jackets and marines, chasing the coolies away, took charge of the chairs and hoisted their captain and his bride shoulder high, and so staid out for the residence of Mr. Murray Stewart at the Peak, where they will remain prior to leaving for Macao and the West River for their honeymoon. At the request of the bride the wedding was very quiet, the reception previously arranged being cancelled. Many beautiful presents were received by the happy pair, notably a quantity of valuable silver set from the meates of the bridegroom's vessel. The bride arrived this morning from home—in the s.s. *Prinz Eitel Friedrich* and was met by Capt. Gaunt who coaxed the boat's crew by Ward Room officers of his ship, who pulled the happy pair from Kowloon to Hongkong side. While passing the battleship *Vengeance*, the band was hoisted between the masts and the men and officers on deck cheered and clapped. Capt. Gaunt is like most naval men very unassuming, and was heard to declare that he would willingly do away with all ceremony and fuss, but his ship's company would otherwise (as recorded above). To-night the health of the bride and groom will be drunk aboard her having provided for each man getting the wheerewithal to do so.

## COMMERCIAL TREATY BETWEEN CHINA AND PORTUGAL.

Article I.—The Treaty of Amity and Commerce between China and Portugal dated the 13th of December, 1887 (17th day 10th moon 13th year of Kwangsu) continues in force except in so far as modified by the present treaty. Article II.—Portugal accepts the increase in the import duties stipulated for in Article VI of the Peking Protocol of 7th September, 1901, from the date of the ratification of this Treaty. Portugal will enjoy the privileges of the most favoured nation in no case shall Portuguese subjects pay higher or lower duties than those paid by the subjects of any other foreign nation. Article XII of the Treaty of First December, 1887 is therefore rendered null and void. Article III.—The duty and laws on foreign opium will continue as provided for in existing treaties. The Government of His Most Faithful Majesty agrees to continue as heretofore to co-operate with the Government of His Imperial Chinese Majesty in the collection of the Duty and in the opium exported from Macao to China, and also to co-operate in the repression of smuggling in accordance with the Treaty and Special Opium Convention of 1st December, 1887. In order to render this co-operation effective, it is clearly stipulated that all opium imported into Macao shall, on arrival, be registered at the Special Government Bureau provided for this purpose and the Portuguese Government will take the necessary steps, in order to have all this opium stored under its exclusive control in a depot from which it will be removed as required by the demands of trade. The quantity of opium required for consumption in Macao and its dependencies will be fixed annually by the Government of Macao in agreement with the Commissioner of the Imperial Maritime Customs referred to in Article II of the above mentioned convention, and under no pretext will removal from the Portuguese Government Depot be permitted of any quantity of opium for local consumption in excess of that fixed by the said agreement, necessary measures will be taken to prevent opium removed from the depot for re-export to any port other than a port in China being sent fraudulently to Chinese territory. The removal from the depot of opium for export will not be permitted except on production of proof that such opium has already paid all dues and duties leviable thereon by China. The Rules for the carrying out of this Article shall be arranged by delegates from the Government of Macao and the Chinese Imperial Maritime Customs. Article IV.—Such steps as are necessary for the repression of smuggling in the territory and waters of Macao shall be taken by the local Portuguese Government in concert with the Commissioner of the Imperial Maritime Customs, and similar steps in the Chinese territory and waters near Macao shall be taken by the Imperial Maritime Customs in concert with the Portuguese Government of Macao. This co-operation is intended to render such steps effective on all points in respect of which co-operation is needed and to avoid at the same time any injury to the sovereign rights of either of the High Contracting Parties. Special delegates from the local Government of Macao and the Imperial Maritime Customs shall proceed to fix the respective zones of operations, and shall devise practical means for the repression of smuggling. Article V.—With a view to the development of trade between Macao and neighbouring ports in the Kwangtung Province, the High Contracting Parties have agreed as follows:—1.—Portuguese steamers desirous of proceeding for the purposes of trade from Macao to any of the ports of call and passenger stages on the West River, enumerated in the Special Article of the English Burmah Convention of 1897 and Article X of the British Treaty of Commerce of 1902 shall be permitted to do so, provided they comply with the Special Regulations to be framed for this purpose by the two High Contracting Parties. 2.—Steamers specially registered for trade under the Inland Waters Steam Navigation Rules shall be permitted to ply between Macao and places in the department of Kwangchow, other than those mentioned in Section 1, provided they report to the Kunpei-kuan Customs for examination of cargo and payment of duties in accordance with Special Regulations to be framed for this purpose by the two High Contracting Parties. Such vessels may engage in all lawful trade, including the towing of junks and conveyance of passengers and cargo subject to the regulations for the time being in force.

The privileges hereby granted are granted on the express understanding that Special Regulations shall be framed defining in detail the conditions under which such traffic may be carried on. Until then the said Regulations have been agreed upon and published, this Article shall not become operative; and subsequently only on compliance with the said Regulations. Article VI.—Portugal having the right of most favoured nation treatment, it is clearly stipulated that any advantages China may think fit to grant to any nation in the importation of agricultural products, specially wines and oil, or in the importation of industrial products, specially woolen and cotton goods and preserved food stuffs, shall be extended to similar goods of Portuguese on exactly the same conditions. It is also clearly understood that Portuguese wine of all kinds, proved by means of certificate of origin, issued by Portuguese consuls, to have been imported from Portugal, direct or otherwise, shall when their alcoholic strength exceeds 14° play the duty leviable according to the annexed tariff on wines exceeding 14° of alcoholic strength. Wine passed through the Chinese Customs under designation "Port Wine" shall not be entitled to the benefit of this Article unless accompanied by a certificate of origin as above. Article VII.—Portuguese subjects may frequent, reside at, and carry on trade, industries and manufactures, and pursue any other lawful avocation in all the ports and localities in China which have already been or may hereafter be opened to foreign residence and trade; and wherever in any such ports or localities a special area has been or may hereafter be set apart for the use and occupation of foreigners, Portuguese subjects may therein lease land, erect buildings, and in all respects enjoy the same privileges and immunities as are granted to subjects of the most favoured nations. Article VIII.—Whereas China, with the object of reforming its fiscal system, proposes to levy a surtax in addition to the tariff duties on all goods passing through the Customs Houses, whether maritime or inland and, in order to make good the loss incurred by the complete abolition of the *likin*, the Portuguese Government agrees that foreign goods imported into China by Portuguese subjects shall on entry pay an import surtax equivalent to one and a half time the duty fixed by the Import Tariff as now revised, and that Chinese produce exported abroad by Portuguese subjects shall pay export duties, inclusive of the tariff export duty, not exceeding seven and a half per cent, ad valorem, provided always that such import surtax and export duties have been accepted by all the Powers having treaties with China. With regard to the produce tax, consumption tax and excise, as well as the duties on native opium and salt, leviable by China, Portugal further agrees to accept the same arrangements as shall be agreed upon between all the Treaty Powers and China. It is, however, understood that the commerce, rights, and privileges of Portugal shall not, in consequence of this undertaking, be placed in any way at a disadvantage as compared with the commerce, rights and privileges of any other power. Article IX.—Drawback certificates for the return of duties shall be issued by the Imperial Maritime Customs to Portuguese subjects within twenty-one days from the date of presentation to the Customs of the papers entitling the applicant to receive such drawback certificates. These certificates will be accepted at their face value by the Customs authorities at the port of issue in payment of Duties of all kinds, (Tonnage dues excepted) or shall, in the case of drawbacks for duty paid on foreign goods re-exported, broad within three years from the date of importation, be redeemable in full in ready money by the Imperial Maritime Customs at the port of issue, at the option of the holders thereof. But if, in connection with any application for a Drawback certificate, the Customs authorities discover an attempt on the part of a Portuguese subject to defraud the revenue, he shall be liable to a fine not exceeding five times the amount of the duty whereof he attempted to defraud the Customs or to a confinement of the goods. In case the goods have been removed from Chinese Territory, then the Consul shall inflict on the guilty party a suitable fine to be paid to the Chinese Government. Article X.—China agrees to herself establish a system of uniform national coinage and provide for a uniform national currency which shall be freely used as legal tender in payment of all dues, taxes, and other obligations by Portuguese subjects as well as by Chinese subjects in the Chinese Empire. It is understood, however, that all Customs duties shall continue to be calculated and paid on the basis of the *Hai-Kwan* Tael. Article XI.—The Government of His Most Faithful Majesty agrees to the prohibition by the Chinese Government of the importation into China of morphia and of instruments for its injection, on condition, however, that the Chinese Government will allow the importation for medical purposes by Portuguese Doctors, Chemists and Druggists, on payment of the prescribed duty and under special permit which will only be granted to an intending importer upon its signing at the Portuguese Consulate a suitable bond undertaking not to sell morphia except in small quantities and on receipt of a requisition signed by a duly qualified foreign medical practitioner. If and in connection with such importation morphia and instrument for its injection will be seized and confiscated, and the importer will be denied the right to import these articles. Article XII.—The Chinese Government, recognizing that it is advantageous for the country to develop its mineral resources and that it is desirable to attract foreign as well as Chinese capital to embark in mining enterprise, agrees to revise its existing mining regulations in such manner, by the selection of those rules in force in other nations which seem applicable to conditions in China, that the revision while promoting the interests of Chinese subjects and in no way prejudicing the sovereign rights of China, will offer no impediment to the employment of foreign capital nor place foreign capitalists at a greater disadvantage than they would be under generally accepted foreign regulations, and will permit Portuguese subjects to carry on in Chinese territory mining operations and other necessary business relating thereto provided they comply with the new regulations and conditions which will be imposed by China on its subjects and foreigners alike, relating to the opening of mines, the renting of mineral land, and payment of royalty, and provided they apply for permits, the provisions of which in regard to necessary business relating to such operations shall be observed. The residence of Portuguese subjects in connection with such mining operations shall be agreed upon between Portugal and China. Any mining concession granted after the publication of such new rules shall be subject to their provisions. Article XIII.—It being only right that the shareholders of any joint stock company or the partners in any commercial undertaking should all be on footing of equality as regards division of profits and payment of obligations, or memorandum to the partnership agreement or memorandum and articles of association, the Chinese Government agrees that Chinese subjects joining with Portuguese subjects in the organization of a joint stock company or commercial undertaking, legally constituted, shall be liable to the fulfilment of the obligations, imposed by agreement or memorandum and articles of association, and that Chinese Court will enforce fulfilment of such obligations, if a suit to that effect be entered provided always that their liability shall not be other or greater than that of Portuguese shareholders or partners in the same company or partnership. Similarly Portuguese subjects who invest their capital in Chinese enterprises shall be bound to fulfil the obligations imposed by the partnership agreement or memorandum and articles of association and their liability shall be the same as that of the Chinese subjects engaged in the same undertaking. But as existing treaty stipulations do not permit foreign merchant to reside in the interior of China for purpose of trade such joint stock company and commercial undertakings may be established in the interior by Portuguese and Chinese subjects conjointly. Article XIV.—As Portugal affords protection to trade-marks used by subjects of any other nationality provided alike protection is reciprocated for trade-marks used by Portuguese subjects, China, in order to obtain this protection for its subjects in Portuguese territory, agrees to grant protection to Portuguese trade-marks against unlawful use, falsification or imitation by Chinese subjects. To this end the Chinese Government will enact the necessary laws and regulations, and will establish Registration offices at which foreign trade-marks may be registered on payment of reasonable fees. Further, the Chinese Government agrees that, as soon as a Patent Office has been established and special laws with regard to inventions have been adopted, it will, after payment of the prescribed fees, issue certificates, valid for a fixed term of years, to Portuguese inventors extending to their inventions the same protection as shall be given to Chinese patents in Portugal, provided that such inventions do not infringe on previous inventions by subjects of China. Any Chinese or Portuguese subject who is the author, proprietor, or seller of any publication injurious to the peace and good government of China shall be dealt with in accordance with the laws of his own country. Article XV.—The Government of China having expressed a strong desire to reform its judicial system and to bring it into accordance with that of Western nations, Portugal agrees to give every assistance to such reform, and will also be prepared to relinquish extraterritorial rights when satisfied that the state of the Chinese laws, the arrangements for their administration, and other considerations warrant it in so doing. Article XVI.—The missionary question in China demands in the opinion of the Chinese Government careful consideration, so as to avert in the future the troubles which have occurred in the past. Portugal as a nation specially interested in the protection of its Catholic missions in Chinese territory, agrees to join in a commission to investigate this question and, if possible, to devise means for securing permanent peace between converts and non-converts, should such a commission be formed by China and the Treaty Powers interested. No person, whether Portuguese subject or Chinese convert, who according to the tenets of Christianity, peaceably teaches or practices the principles of that religion, which aims at teaching men to do good, shall be persecuted or harassed on account of his faith. But converts and non-converts, being alike subjects of China, shall conform to her laws, and shall pay due respect to those in authority, living together in peace and amity; and the fact of his being a convert shall protect no one from the consequences of any offence he may have committed before or may commit after his admission into the church or exempt him from paying legal taxes and contributions levied for the support of religious customs and practices contrary to his faith. Missionaries shall not interfere with the exercise by the native authorities of their jurisdiction over Chinese subjects; nor shall the native authorities make any distinction between converts and non-converts, but shall administer the law without partiality so that both classes may live together in peace. Portuguese missions shall be permitted to rent and lease in perpetuity, as the property of the mission, buildings or lands in all parts of the Empire for mission purposes and, after the title deeds have been found in order and duly stamped by the local authorities, to erect such suitable buildings as may be required for carrying out their good work. Article XVII.—The present Treaty shall remain in force for a period of ten years beginning with the date of the exchange of ratifications and until a revision is effected as hereinafter provided. It is further agreed that either of the two High Contracting Parties may demand revision of the Treaty and the Articles of this Treaty six months before the end of ten years from the date of the exchange of ratifications thereof. If no revision is demanded before the end of the first term of ten years, then these Articles in their present form shall remain in full force for a further term of ten years reckoned from the end of the first term and so on for successive periods of ten years. Article XVIII.—In order to prevent in the future any discussion, this Treaty is written in Portuguese, Chinese and English, and signed in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen. Article XIX.—The present Treaty shall be ratified by His Most Faithful Majesty the King of Portugal and Algarves and His Imperial Majesty the Emperor of China. The exchange of the ratifications shall be made within the shortest possible time, and the Treaty will be printed and published in order that the functionaries and subjects of the respective countries may have full knowledge of its stipulations and may fulfil them. In Faith Whereof the respective Plenipotentiaries have signed the present Treaty and had affixed their seals thereto.

## THE S.S. "HONG MOH" CASE.

JUDGMENT AGAINST THE CROWN.

Mr. Justice Leslie Thornton has given judgment in the claim of the Crown v. Lim Ho Puh, owner of the s.s. *Hong Moh*, for forfeiture for taking chandu into the Straits Settlements. In the course of his remarks he said that the owner of the ship was in no way party to the importation, but on the contrary, his agents and officers had taken all reasonable precautions to prevent the importation. It might be open to doubt whether the offence would ever have been brought to light but for the action taken in the matter by Capt. Dawson. The claim should be dismissed, but inasmuch as the initiation of the proceedings was justified by law, it would be dismissed without costs.



of light into dark places. But while the prin-

## PRESENTATION OF CERTIFICATES

prejudicially affect intercourse with other countries. No Governor of Hongkong is likely once having read, to forget the picture drawn by Sir William Robertson of the conditions of this city at the height of the first plague epidemic ten years ago. Since that first visitation, each succeeding year has added to the plague death-roll, though fortunately it has not again obtained to quite the high figure of 1896. Each succeeding year, has also seen some modification to the plague procedure. Here in Bombay, when the disease broke out with fearful virulence in 1896, there seemed to be a hope that by strict isolation and stringent measures of disinfection it might be quickly stamped out. This hope has now given place to the more rational belief that it is more to removing the conditions favourable to the propagation of disease, and to the quick removal of the conditions favourable to the recurrence of the disease, that the necessary steps should be taken. The removal of the conditions favourable to propagation of disease in a town is what we mean by the sanitation of that town. The principles of sanitation are simple. They may be summed up as pure clean water, unpolluted ground and the

He has seen *Dorothy* many times. He has been a player, working as many as three weeks in London for many years, and cringing there professionally. Therefore, if criticism, he is a little candid, it is not because a few frank remarks—tendered in the friendliest manner—may be of use to the company.

Let us commence with Mr. George I. and as *Geoffrey Wilder*, Mr. Lammert gave the most consistent performance throughout the play, dignified, looked the character, acted and sang in his usual capable manner. I think, however, he was not quite happy, but his entire performance was good. His love scenes with *Dorothy* were full of tenderness; if there he was one of the few amateurs on the stage who made love as *Dorothy* he was not so. The title-role of *Dorothy* was allotted to Miss A. R. Fullerton. She played the part with much charm and tenderness, and sang many songs very prettily. It was a pity that she lacked the strength and vivacity the character required, but it is not an easy part to sing, the music being somewhat difficult.

"SCRIBE."

A CHEFO telegraph of 21st inst. says that a German steamer *Progress*, and the English steamer *Kaiping*, have arrived there from Vladivostok. They report that the harbour of Vladivostok is systematically mined and that the town is strongly fortified and almost impregnable. There are plenty of provisions. Especially large quantities of coal have been stored. The cruisers *Rorita*, *Bogatyr* & *Gromoboy* were, when the two steamers left, in good condition. The customs office in Vladivostok is closed. The shipping is placed under the control of a naval officer.

IN LABUAN AND NORTH BORNEO

22nd inst.

### LOCAL REGULATIONS UNDER THE CONVENTION.

that a small Chinese girl, living in her family on the third story of the house in question, took a lighted lamp in a cubicle adjoining the one in which she slept for the purpose of selecting a change of garment before going out, but she accidentally tipped the lamp which smashed, and the oil of the latter about was soon in a blaze. Damages to the extent of \$150 was done. The premises are insured with the Tong On Insurance Company for \$4,000, and with the Fuk On for \$1,000. The lower portion of the place is used as a Japanese curio shop, but was not in any way damaged except slightly by the stream of water played on the fire.

**DRAWING THIS AFTERNOON**

## COOLIES FOR THE PANAMA CANAL.

100,000 TO EMIGRATE.

25th inst.  
It will be remembered by our readers that some two months ago it was exclusively re-

some two months ago it was exclusively recorded in these columns that two gentlemen had arrived in the Colony for the purpose of furthering a scheme for furnishing Chinese coolie labour for work on the Panama Canal.

for emigration, but it is expected that the number will not be far short of 100,000 men and women. The terms conditions, we understand, governing this emigration business, will be very much upon the same lines as those ruling with the South African coolie emigration, and the syndicates are prepared to deal most liberally with contract emigrants.

### SHIPPING NOTES.

who have the job in hand. Chains placed around her on Wednesday, fore which, if not done with all expedition, have meant the total loss of the tender to "quick-mud" upon which she had seen Messrs. Farnham, Boyd & Co., however, hope to be able to bring her up to dock very few days' time.

**THE S.S. "CANTON."**

The *s.s. Inkun* arrived in Durban yesterday landing her full complement of coolies for export. There were no casualties during trip, and no sickness.

The *s.s. Inkoi* will probably be despatched to-morrow for Chinwantao, Chafoo, and

### S.S. "AGINCOURT'S" REPAIRS

SECURED FOR HONGKONG DOCK C

The s.s. *Inkum* arrived in Durban yesterday landing her full complement of coolies for export. There were no casualties during trip, and no sickness.

The s.s. *Jkhai* will probably be despatched to-morrow for Chinwantao, Chafoo, and

### FIRE IN STANLEY STREET

25th inst

Following closely on the big fire which took place the previous day at Kennedy Town, an outbreak occurred in a Chinese shop at No. 10 Stanley Street, last evening, but the suppression of the Fire Brigade was so prompt that the situation was well in hand. It appeared that a small Chinese girl, living with her family on the third storey of a house in question, took a lighted lamp in a cubicle adjoining the one in which she slept for the purpose of selecting a change of garment before going out, but she accidentally dropped the lamp which smashed, and the fire of lighter about was soon in a blaze. Damage to the extent of \$150 was done. The premises are insured with the Tong Che Insurance Company for \$44,000, and with the Fuk On \$20,000. The lower portion of the place is used as a Japanese curio shop, but was not in use damaged except slightly by the stream of water played on the fire.

hai-wei, to take on her load of coolies for South Africa.

The s.s. *Cranley* has left Durban on her return, and is due to arrive here on the 6th prox.

The B. I. S. N. Co.'s s.s. *Scalda* is the latest steamer to be chartered by Messrs. Gibb Livingston & Co. for the South African coall trade.

**THE S.S. "PRINZ EITEL  
FRIEDRICH"**

ARRIVES AT HONGKONG.

That there are palaces afloat is made patent by the arrival in the harbour this morning of the latest addition to the Norddeutscher Lloyd Far Eastern line, in the shape of the s.s. *Prinz Eitel Friedrich*, a veritable leviathan, now on her maiden trip from Hamburg to Yokohama. This fine vessel is built of steel, is 48

feet long, 55½ feet in breadth, and 32 feet deep. Her registered tonnage is 8,864, and 5,000 net tons. She is fitted with twin screws, and has quadruplex expansion engines, her indicated horse-power being 7,500, with an average speed of 16½ knots. Her bridge-house is built of teak wood which entirely takes the place of the old canvas, and is fitted with six large port-holes, corresponding to the six gun ports of the ship.

mands an interrupted view all around. Here there are two telegraphs for communication with the engine room, and one for the steerman. There are also electric alarms, by means of which, in case of fire, all the passengers can simultaneously be called on deck, each cabin being fitted with an alarm bell. Besides this there is a machine by means of which by pulling a lever, the water tight bulkheads in the holds can be instantly closed in case

accident. She has also patent fog signals, a telephones communicating with all parts of the ship. The *Prinz Eitel Friedrich* has the credit of being the first steamer to be fitted with the latter contrivances. From this same room moreover, all the clocks in the ship can be

to proper time by one movement, and thus one clock is right all are right, and *vice versa*. Afloat the wheel-house is a special turbine invention by means of which all the electric lights on deck can be turned on independently of the engines. She carries five boilers,—two double cylindrical, two single, and one daisy-boiler, and maintains 24 fires. On board deck are twelve lifeboats capable of carrying 120 persons.

ing 900 persons, besides other boats of various capacities. On deck are eleven cargo winches working over five hatches. The first saloon is a fine, handsome apartment, upholstered in green handsome leather and plush, the 'belong seating accommodation for 166 passengers. Here the walls are covered with a silk repp of tasteful design, with many paintings, while the dome is decorated in Empire style in green, gold and white.

motifs. Above and abait the saloon is writing-room and lounge for gentlemen, the music room, in which the band is stationed to play during dinner. In line with saloon is the smoking room, bar and cardroom communicating by a passage with the saloon rendering it unnecessary to go on deck in order to get together. Next is a very fine and

gymnasium with all the latest and most up-to-date contrivances for taking in-door exercise. On the lower deck, of which there are six, are the children's nursery, and dining room with nurse in attendance. In all the ship has 40 first class cabins, 64 second, and accommodation for 600 third class passengers. The first and second are luxury itself, but fitted with wardrobes, tables, electric lights and upholstered in grey and white.

while the second class fixtures are but different to and certainly not inferior to first. The second saloon is entirely framed rosewood, and is as fine an apartment as the first class ones in regular liners. Absalom saloon on the main deck is the barber's shop, well-fitted room, and beside it is the privacy room where the daily menus are run off. The pantries and kitchens are clean and press. The *Prins Eitel Friedrich* is a registered cruiser, and well protected below the water line.

On the voyage out, on the 9th inst., a fancy dress ball was held in honour of the birthday of King Edward and of the Empress of Germany, the captain proposing the King's health, and Mr. F. Birch, R.N., of Perak, who was among the passengers, responding and proposing the health of the Empress of Germany, also of the

On leaving Antwerp there were no less than 7,000 people on the wharf to bid some adieu to the "Leid". Captain Leid is an old and experienced commander in the Far East having

known companies  
be in the service of the Norddeutscher Lloyd  
since 1887, and making 23 trips out this  
Three other vessels of the same description  
the *Prins Eitel Friedrich* are now at  
stocks and are expected to be launched in  
a year hence. These are destined to  
the places of the *Preussen*, the *Sachsen* and  
*Bayern*, in the Far Eastern passenger  
cargo trade.

**SERIOUS COLLISION AT  
WOOSUNG.**

"PREUSSEN" ASHORE

A serious collision occurred at Wanchow during the early hours of yesterday morning (says the *N. C. D. News* of 14th inst.) between the C. M. S. *Fungshun* and the M. M. tender *Whangpo*. About 2 a. m. the *Whangpo* left the Prince's Jetty, at Wanchow where she had been awaiting the arrival of French jet, *Kuanchi* from Hankow. She just got under way and was about to cross outer bar, when she came in contact with C. M. S. *Fungshun*, just arriving from Foochow. The accident occurred close to where the *Whangpo* was bound for Hongkong and O. S. *Chusan* was at anchor. The *Whangpo* crashed into the tender and the *Fungshun* crashed into the tender and the ships on the port side. The tender had

hole on her port side, while the *Fungshun* heaved her bow stem in, a hole being torn in her hull for a length of several feet above the waterline. The two boats were interlocked, but the *Wangfoo* managed to push the *Wangfoo* away from her stern, where the *Wangfoo* was down abrest the *Woosung* Lighthouse. In the confusion caused by the collision, the *Fungshun* attempted to make a dash for it, but the two boats were interlocked and they could not be separated, even with the aid of a tug, both being ashore in the shoal water. At high water about 3.30 p.m. yesterday the *Fungshun* was able to get clear and steamed up river to Kin-lee-yuen Buoy, where she will disengage cargo previous to being docked. The *Wangfoo* still lies in the stream opposite *Woosung* Lighthouse; her stern bows buried under mud and only her stern showing above water in the confusion caused by the collision. The N. D. L. S. *Freussen*, just arriving from Hong Kong and Europe with the German mail, went ashore on the outer bar, but got high tide yesterday afternoon.



## FRENCH INTERVENTION IN KWANGSI.

On the 12th inst. at three p.m. the French Minister paid a visit to the Wei Wu Pu, where he had an interview with Na Tung, during which the former declared that in view of the increased activity of the Kwangsi rebels the repeated efforts of the troops, the military reports about the exhaustion of the military funds by the newly-appointed Governor of Kwangsi, and the entry for reinforcements by the Governor of Yunnan, the rebellion, it is evident, is far from being suppressed. On the contrary, it has become a menace to existing conditions in China. Therefore, continued the French Minister, the French Government is determined to intervene, with troops and money, in the hope of effecting a suppression. A reply dealing with this declaration is expected from the Chinese Government. The above is taken from the *Eastern Times*, and we reproduce it for what it may be worth.

## HONGKONG AS A KEBEL BASE.

According to the *Post*, the Hongkong Government addressed to the Kwangtung authorities an interrogation asking whether the latter had ordered military uniforms to be made as a firm here is making large quantities. The Kwangtung authorities replied in the negative and requested the Hongkong authorities to seize the uniforms, and to find out who had ordered them. We take it that the local government is fully alive to its duty of not allowing a British Colony to be made a base for action against the government of the adjacent provinces of China.

## ATTEMPTED ASSASSINATION AT SHANGHAI.

On Saturday evening 1st at His Excellency Wang Chih-chun, ex-Governor of Kwangsi province, was leaving the Chinkachun foreign-styled restaurant, on Hupeh Road, where he had been dining, and was on the point of entering his brougham, an individual who had been lying in wait near the restaurant door for his Excellency's appearance, went up to the latter and, pretending to salute him by bending on one knee, attempted to draw a six-shooter (which the would-be assassin kept in his boot) upon the ex-Governor. Fortunately, the ex-Governor had two stalwart body servants by him at the time, and one of them being of quicker eye than the would-be assassin, and just as he was drawing the revolver caught hold of the man by the arm in such a way that he could not present the weapon at his intended victim. Finally, the would-be assassin was taken to the Police station and will in all likelihood appear at the Mixed Court this morning, says the *N. C. D. News* of 21st inst.

It subsequently transpired that the would-be assassin's name was Wan Fu-hua, forty-one years of age and a native of Anhui province (Wong Chih-chun is a native of Hunan), and it is said that he desired the ex-Governor's life because the latter was in the pay of the Russians and a traitor to his country. "Wong Chih-chun" is, however, a man reduced to the ranks—a cashiered officer—seventy-one years of age and in very bad odour with the Empress Dowager on account of his bombastic boasts to her Majesty of his ability to crush the Kwangsi rebellion in four months. As a matter of fact the ex-Governor can hardly be termed "a dangerous man," and we understand he came from his temporary residence somewhere in Anhui province about three months ago, in response to invitation from a number of his fellow provincials now in Kwangtung as expectant officials to assist them in the agitation to prevent the American syndicate constructing the Hankow-Canton Railway from selling their interest to a Belgian, French, or Russian syndicate. We further learn that the would-be assassin furnished the Police with the names of a number of young men, members of an educational club on Park Street, called the "Hing-hao Hui," i.e., "Advancement of Education Society," whom he (Wan Fu-hua) declared to be his accomplices. These youths were arrested yesterday and brought before the Mixed Court. It is also stated that Wan Fu-hua has a houseboat which is moored by the Chinese Bank, outside the East-gate of the native city here, and that this boat has been seized by the Taotai's runners who searched it but, so they say, found nothing incriminating on board. There is a rumour that a few youths who have been studying in Japan are filled with a burning desire to emulate the heroic deeds of Japanese "Seishi," who occasionally put away any, they consider traitors to, or enemies of, their country. This may be true; but there is reason to believe that Wan Fu-hua was playing as it were to the gallery, when he declared to the Police that he wanted to put away Wang Chih-chun, for trying to sell his country to the Russians, instead, of the truth, namely, that he had done so in order to satisfy a private revenge. Having done the heroic the man found it necessary to give out as fellow-conspirators the names of a number of harmless youths whose greatest sin is an admiration of Western costumes and desire to don them. One can imagine the kind of patriot we have in Wan Fu-hua, and the stuff that is in him, when presumably without torture or coercion, he volubly unrolls a string of names in the police accusing the bearers of them of being in the same boat as himself. We understand that the local mandarins in the city, under instructions from the ex-Governor, have demanded that Wan Fu-hua and his so-called fellow-conspirators be turned over to their tender mercies. We trust the authorities will stand firm and refuse to do so.—*N. C. D. News*.

## THE BUTTON ROCK LIGHTHOUSE.

The lighthouse which has just been completed on Button Rock, in the Bonham Pass, though a small one, is of some interest, being the first rock lighthouse in China. Button Rock only rises 38 feet above high water and very heavy spray is sometimes thrown over the island. It was at first intended to erect a sea-lighted automatic beacon on this rock, but ideas in the neighbourhood proved to be so strong and irregular that the light tender could not with safety be brought near enough to supply the necessary gas, and it was therefore decided to erect a strong tower carrying a sixth order dioptric light and containing accommodation for two native light-keepers. As landing on the rock can only be accomplished in the finest weather and then only with difficulty, it was decided to build the tower of cement concrete blocks which were made in moulds in the Customs' Pootung yard, carefully fitted together, and marked. These blocks were easily landed on the island and rapidly fitted in place. The lantern, which like the tower, was designed by the Customs' Engineer-in-Chief, Mr. R. Harding, was built by the Hongkong Engineering works. The apparatus is dioptric, of the sixth order, and is fitted with occulting machinery giving one eclipse every 15 seconds. The tower contains two rooms; the lower one used as a kitchen-store room and the upper one as a bedroom for the two keepers.

The work of erection has been carried out by Mr. Dick, the Customs engineer, and Mr. Mechanic Hare, assisted by Captain Anderson and the officers of the *Pingking*, which vessel has been used as headquarters for the working party and has carried out all the materials employed. For many years the commander of coasting steamers has been urging the erection of a light on this very dangerous rock, and their desire is at length fulfilled. The greatest credit is due to the engineering department of the Customs for the way in which the difficulty presented by the smallness and inaccessibility of the rock has been surmounted. The light was shown for the first time on Monday last, the 14th inst.—*N. C. D. News*.

## EXECUTION BY LING CHI.

Whether Ling Chi will be abolished in the near future or not is doubtful. Certain it is at present the abolition has not gone beyond the suggestion stage. A few days ago the terrible sentence was carried out in Peking on a man named Wang Wei-chin who some weeks ago murdered twelve members of his family in the Funing district. The crime was a deliberate and particularly cold-blooded one, and one of the Board of Punishment officials urged that even Ling Chi was too lenient a penalty and that Ko Tao or cutting into small pieces was far more fitted to his dastardly deed. However, Ling Chi was finally decided on, and it is stated that the execution was witnessed by a large number of spectators, including many foreigners with kodaks.—*P. & T. Times*.

## THE INDEMNITY QUESTION.

A Peking telegram dated the 10th November says:—The Peking government has already promised to the Powers to pay the indemnity in connection with the Boxer trouble on a gold basis with the following three conditions:—1.—For the instalments paid before the scheduled date of payment the Powers have to pay interest thereon. 2.—No interest will be claimed upon the losses arising out of exchange. 3.—The rate of exchange will be calculated in accordance with market value. The Chinese authorities decided to pay the balance up to date owing to the change of basis from silver to gold amounting to over ten million taels, for which amount the Chinese government will raise a foreign loan to be redeemed by the sum to be contributed from provincial governments at end of this month.—*Sinwanpo*.

## PARTNERSHIPS REGISTRATION.

A special general meeting of the members of the Penang Chamber of Commerce was held on 2nd Nov. Mr. A. G. Stephens occupied the chair, and there were also present Messrs. J. Armstrong, A. Huttenbach, G. Macbain, C. B. Lees, F. O. Hallifax, H. Hilton, A. Asmus, H. P. Clodd, A. Zeitlin, and others. The business of the meeting was mainly:—To vote on the following resolution to be proposed from the chair in reply to the letter from the Hon. the Colonial Secretary, dated Singapore, 6th Oct. 1904. "That this meeting endorse the decision arrived at by the Committee of the Chamber on the question of the Registration of Partnerships as expressed in the letter addressed by the Chamber to Government on the 9th December, 1902, and strongly urges the Government to proceed with legislation at as early a date as possible. The Chairman said the Committee had considered the letter regarding the registration of partnerships, and arrived at the conclusion unanimously that the Chamber should repeat the views expressed in the letter of 9th December, 1902.

MR. HUTTENBACH OPPOSES. Mr. Huttenbach said there seemed to be some misapprehension about the object of registration of partnerships. If we look round we find that registration of partnerships exists everywhere; there is limited liability of partnerships, which is not the case according to British law. The moment this fundamental principle is done away with then becomes necessary to register the different degrees of limitation of liability. But to register partnerships and only hold registered partners henceforth liable would not give us more security for outsiders. Consideration would also show that it would have the other effect—that it would give less security because at present if they could show that a man had been a partner they could hold him responsible. As the Chairman had put so much reliance on the opinion of the Official Assignee, he would bring forward another opinion which all, and especially their Chairman, could equally appreciate—that of the late Chief Manager of the Hongkong and Shanghai Bank, Sir Thomas Jackson, who, when asked about registration of partnerships, said: "I have the small evils we have now rather than take on the large ones that registration will bring us." Of course, if they wanted registration because they wanted to give a legal status to many limited liability partnerships which were carried on now, such as "kongsis" among Chinese, that would be another question. He advised, therefore, that a small assembly like the Penang Chamber of Commerce might very well wait till such a complex question had been solved by larger bodies and not take the lead in such a difficult matter.

MR. ARMSTRONG'S VIEW. Mr. Armstrong said there was a difficulty as regards Hongkong. But our trade was carried on in an entirely different way from that of Hongkong. Hongkong is practically the trade port of Canton. It would be impossible to register Chinese partnerships in Hongkong because the heads of their firms are in Canton. But if we could locate heads of firms here, we should have them registered. Any firm before giving another firm credit, would then take into consideration who the registered partners of that firm were, and would base their credit upon the registered partners not the sleeping partners. He therefore thought they ought to support the motion.

MR. F. O. HALLIFAX. Mr. F. O. Hallifax said it seemed to him that without registration of partnerships they were working entirely in the dark. Registration of partnerships would rule our dealer, and firms would be guided in giving credit by the names of those appearing on the register as partners. Thus if he was willing to give \$20,000 to a firm now, but found that the partners appearing on the register were not equal that amount, he would feel inclined to reduce his business with that firm.

THE CHAIRMAN. The Chairman said he was sure it had been very gratifying to them to have Mr. Huttenbach's views. But he thought it was generally admitted here that if there was a man of reputed substance in a firm and that man falls, the man of substance is not there and it is impossible to get hold of him. He agreed with Mr. Armstrong as to the different conditions of business in Hongkong and the relation of Hongkong to Canton. He explained that they had a "compradore" system in the former place, whereas there was none here. Of course they committed themselves to nothing by this

resolution. Government at the present time seemed ready to fall in with the views of the business and mercantile community, and if the Act in the first case did not fall in with the views of the majority of people it could be amended. In conclusion, he thanked Mr. Huttenbach for his views, and as that gentleman had not moved any direct negative, he would now put the resolution to the meeting.

MOTION CARRIED. On a show of hands the motion was carried, Mr. Huttenbach dissenting.

## MACAO NOTES.

(From Our Own Correspondent.)

Macao, 23rd November. CANTON-MACAO RAILWAY.

The railway Convention has been the subject of more or less general comment. It is not regarded as an unqualified success for Portuguese diplomacy. According to the opinion of a good many the Portuguese Minister has again cut a sorry figure in the abortive attempt to secure any material advantage from the Chinese authorities for this Colony. What they appear to have granted on the one hand, has been more than counteracted by what they will gain on the other. The Convention in its present form benefits (after the Chinese Government) the members of the Syndicate holding land in the Heungshan district. These members are not Portuguese. The agreement stands as a splendid tribute to the faithfulness with which Chinese interests have been served.

It is understood that the draft articles of association of the Portuguese-Chinese Company will shortly be taken in hand. The Companies Ordinances of Hongkong will be relied upon for the basis of the regulations which are in course of preparation. There is no doubt whatever that, judging by the flourishing condition of most of the Companies formed under the English Colonial enactments, that the laws adequately safeguard the interests of shareholders, at the same time as they afford ample scope for the companies' operations. It must, however, be remembered that in your colony the laws of the land have no bounds set to them, whereas those proposed for the local company will be fettered by the restrictions imposed by the Chinese law concerning commercial companies sanctioned by the Imperial Decree of 5th day of 12th moon of Kwong Su.

THE RELIGIOUS PROCESSION. In these notes a fortnight ago a sketch was given of the route to be taken by the forthcoming great religious procession about the middle of next month. The route is now definitely outlined exactly as it is in your columns. Venetian magistrates are in course of erection on either side of the road from the Hemingway of Penha to the Lighthouse along Praya Grande. At appointed intervals skeleton frames for the triumphal arches have been put up. These will be adorned with paintings symbolic of the festival and of the many religious congregations formed by members of the Roman Catholic community. Given good weather the procession by day and the illumination by night will excel anything of their kind yet witnessed in this Holy City.

## THE BACHELORS' BALL.

The work of the organizing committee in connection with the Bachelors' Ball is proceeding apace. Quite a number of visitors are expected from Hongkong. The ball will be attended with great éclat. His Excellency Governor Monnerget gave the deputation of the committee a most cordial reception and assured the popular president (Dr. L. P. Marques) that he had great pleasure in accepting the committee's invitation being headed as it is by such well-known gentlemen as the Doctor and his confreres, Dr. Espectaculo. The suggestion by the Macao correspondent of your senior morning contemporary that the ball has been organized in opposition to the religious festivals in December is treated with ridicule here. It is surprising that such utter rot could find publicity, and does not speak much for the veracity of information emanating from this source to the Hongkong press. The resignation of the naval officers from the Committee is pure fiction. I have been at much pains at ascertaining if there had been any change, and am authoritatively informed that the three gentlemen whose names are included in the list set out in my communication printed in the *Telegraph* of 12th inst. remain as before. There was a little contretemps in the matter of invitations, but in this as in the entire conduct of the affairs of the ball the Committee's attitude, which has been correct throughout, must be upheld. Great discrimination and some caution have to be exercised by the gentlemen who are responsible for the success of the social function.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts in their report of yesterday's date state:—During the past week the market has ruled steady and a fair general business has been transacted. The following dividends have been declared: The Oriental Consolidated Mining Company, Limited, 50 cents (gold), and Messrs. Hall & Holz, Limited, \$100 per share, the latter payable on the 28th inst. in Shanghai. Banks.—Hongkong and Shanghai Banks continue to rule firm with inquiries for shares at \$705. The London rate remains unchanged at 7/6. Nationals are weaker and have sellers at \$39.

Marine Insurances.—China Traders are in demand at \$63½. North China have improved and sales have been effected in Shanghai at Tls. 66. Unions have further advanced to \$660 and are inquired for. There is no alteration in the other stocks under this head.

Fire Insurances.—China Fires continue in request at \$30. Hongkong Fires have been done and close in further request at \$33½. Shipping.—Hongkong, Canton and Macao Steamboats have again been dealt in at \$99. Indo-China have changed hands at \$129 and \$130 and more shares are offering at the lower figure. Douglas Steamships have been placed at \$34 and China and Manilla remain unaltered at \$24. Star Ferries are quiet at \$40 for the old and at \$50 for the new shares. Shell Transports have been booked at 24½. Shanghai Tugs (ordinary) can be placed at Tls. 32½; the preference shares have weakened and may be had at Tls. 50.

Refineries.—China Sugars have been done at \$23½ and 23½ closing steady. Luxons are wanted at \$6. Mining.—Chinese Engineering and easier with sellers at Tls. 64. We have added to our list the Oriental Consolidated Mining Company, Limited. There are buyers for the stock at G. \$16. No business has been done in Raubs and the quotation remains at \$5.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are quiet at \$210. Farmanhas have reacted to Tls. 180 at which rate shares have changed hands and more can be placed. Kowloon Wharves are steady at \$11½. Hongkong Wharves have not maintained their position and have declined to Tls. 133 and Tls. 134 for the old and new shares respectively, at which rates sales have taken place. Geo. Fenwick is on offer at \$46.

Land, Hotels and Buildings.—Hongkong Lands are without business at \$128. Shanghai Lands have been sold and have further sellers at Tls. 118. Hongkong Hotels have appreciated and are in demand at \$240. Sales are reported of Astor House Hotels (Shanghai) at \$29 and of Hotel des Colonies at Tls. 124. Humphreys Estates have changed hands at \$11. Cotton Mills.—Ewos have been fixed at Tls. 24½ and Tls. 25. Internationals are inquired for at Tls. 20½. Hongkong Cottons continue in request at \$11½.

Cigar Companies.—Sumatras are in demand at Tls. 65. Miscellaneous.—Further sales of Green Island cements have been effected at \$32. The interim dividend of 50 cents per share on the old issue of A. S. Watsons is paid to-day, and both the old and new shares are now quoted at \$13. Dairy Farms have found buyers at \$12. China Borneos have been placed at \$13 and \$12 and close with sellers at the latter rate. Hall and Holz have been sold at \$31. Langkats have considerably strengthened and shares have changed hands at improving rates up to Tls. 298.

## FORTNIGHTLY MARKET REPORT.

19th inst. Cotton, Indian.—Ruled very steady, and sales are reported of New staple about 275 bales at \$31 per picul. The unsold stock is estimated at about 550 bales. (250 sold and 300 new.) Cotton, Chinese.—Nothing of importance to note. Sales are reported of about 400 bales at \$32 per picul. The unsold stock is about 400 bales.

Yarn, Indian.—An improved demand and a rise in rates are to be noted in the fortnight. Chinese dealers came forward in the market and purchased a fair amount at an advance of from fifty cents to a dollar per bale on last month's quotations. Sales are reported of about 7,000 bales. Arrivals about 10,000 bales. Shipments about 2,500 bales. The unsold stock is estimated at about 14,000 bales.

Local Yarn.—Sales of about 450 bales of Nos 105 and 125 are reported at \$114 and \$116, respectively. Yarn, Japanese.—No sales are reported. Opium, Malwa.—Ruled very firm. Prices show a good improvement. Sales are reported of new about 108 chests at \$1,110 to \$1,120. Old about 145 chests at \$1,150 to \$1,190. Older about 46 chests at \$1,250 to \$1,300 and Oldest about 5 chests at \$1,380 per picul, in all about 304 chests. The unsold stock is estimated at about 310 chests.

Opium, Bengal.—Ruled steady and sales are reported of about 275 chests of Patna at \$1,180 to \$1,185, and about 60 chests of Benares at \$1,130 to \$1,135 per chest. The unsold stock is estimated at about 450 chests. Opium, Persian.—Nothing fresh to report. Sales are reported of about 180 chests at \$880 to \$940 per picul. The stock is about 1,850 chests.

Miscellaneous Quotations:—Cawabazar ... \$130 to \$160 Kismis ... 10 to 21 Senna Leaves ... 4 to 10 Cassia ... 16 to 23 Saltpetre ... 11 to 12 Camphor (Chinese) ... 118 Apricots ... 25 to 28 Cloves ... 22 to 45 Oilbanum ... 10 to 21 Borax ... 15 to 17 Sandalwood Oil ... 320 to 400 Sandalwood ... 278 to 382

## FREIGHT.

In their report of 19th inst., Messrs. Lamke and Rogge write:—

No change of moment has taken place since issue of last circular; freights have continued to rule fairly steady and notwithstanding the northern market (Newchwang) being now about closed and Saigon also out of season, good employment is still being procurable in various directions and the outlook for the near future remains good. Many inquiries are difficult to meet on account of the absence of suitable steamers, but some tonnage will no doubt be driven south shortly, when a larger volume of business may be looked for.

Saigon quotations for this port are more or less nominal. A boat, bound back, has been fixed at 13 cents per picul but, as already mentioned, the season is at an end and nothing much can be expected in this direction until the arrival of the new crop's produce.

For Philippine port, filling previously made contracts, a boat has been fixed at 32 cents per picul and there is room for another one or two; but, after that, business is likely to remain at a standstill for some months to come, as, in some of the provinces, native rice will be becoming available again.

Saigon/Java, shipments are going forward by previously chartered boats, which, for the time being, supply the demand. Rates are the same as before, viz. 30 cents per picul.

Java to this, the inquiry continues; but the scarcity of tonnage has prevented business being brought about. Rates are unchanged.

From Bangkok to this, no charters are reported, but the outlook in this direction remains decidedly good and a fair amount of tonnage is likely to be wanted ere long.

From Newchwang to Canton, there has been a rush for tonnage at the close and up to 10 cents per picul has been paid, but most of the chartering has been done up north, principally local company's boats, outsiders having been almost unobtainable. Very fair rates have also been paid for steamers loading up, both for Chefoo and Newchwang.

Coal rates continue to rule steady at \$125 to \$20 per ton, Moji or Kuchinozu to this; several fresh settlements are on record and there is further demand.

On monthly terms, if, unfortunately, are reported at fair rates.

Sail Freight.—The American bark *Fai J. Jay* has been sold by private contract for \$10,000.

Disengaged.—French bark *Bourbaki* 1,711 tons, French bark *Empireur Menlik*, 1,570 tons.

Departures.—American bark *F. B. Sutton*, 15th November for New York.

## SHANGHAI SHARE REPORT.

The following resume of the week's share transactions is from Messrs. J. A. Sullivan and Co's report, published on the 17th November. The market has been very lively, the local and large operation in Indo, Farmanha, and Langkats have been made at prices which show a firm tendency. In Langkats, however, yesterday's advertisement announcing Tls. 5 dividend for the quarter, instead of the usual Tls. 10, unsettled this feeling, and an immediate drop of Tls. 15 occurred. At the close a weaker tone prevailed, and shares are offering at quotation. In other stocks only a small business has taken place.

Wharves.—Shanghai and Hongkong Wharf shares have had attention from buyers for December at Tls. 142½ old and Tls. 140 for 'new' and at Tls. 45 and Tls. 124 for March clearance.

strong and cash shares are difficult to buy. Shells have changed ownership at Tls. 3, London Tls. 5. 6. 'Ord.' Tugs are wanted, 'prof' are offering at quotation. 'Docks'—Farmanha Boys have continued in strong demand, and cash shares are reported at Tls. 180, Tls. 181, Tls. 181 and Tls. 185. For the end of the year, shares have been sold at Tls. 184, 185, Tls. 185, 185, Tls. 184, Tls. 182, 183, 184, Tls. 181, 185, 185, Tls. 186, 187, 187, 188, 188. For January business was done at Tls. 186, 186, Tls. 185, 186, Tls. 185, Tls. 188, 187, 188. March shares have been booked at Tls. 188, Tls. 189, 188, Tls. 188 and Tls. 190. The sinking of the tender *Whampoa* by the *Fungshun* (s) which also sustained damage in the collision, caused the tone to harden. Lands.—Shanghai have changed hands at Tls. 119, Tls. 120 and Tls. 119. At the last figure there are buyers.

Cottons.—Nothing reported. Sugars.—Peraks are offering at Tls. 60. Chinas are in demand at \$128. Mining.—Weihaiwei Golds have been sold at \$26 for cash, and the end of the month. December transactions are announced at \$25, 25½, 26, 28 and then occurred a lull in buying for a few days. Transactions at \$24, 26½, 28 were reported yesterday. There are sellers. Tobacco.—Sumatras have been purchased at Tls. 66. A rush to buy Langkats in consequence of numerous rumours, carried the prices up from Tls. 320 to Tls. 323½, 324, 325, but yesterday's telegram announcing that the 4th dividend for the year would only be Tls. 5, caused a sharp decline, and shares were hurriedly sold at Tls. 324, Tls. 320, Tls. 315, and Tls. 305 for cash or this month's settlement. For December shares were sold at Tls. 325, 327, Tls. 327½, 329, Tls. 327½, 325, Tls. 320, 318, Tls. 305, 307, and Tls. 302½. January shares are posted at Tls. 312½. For March shares have been contracted for at Tls. 340, Tls. 342½, 345, Tls. 340, Tls. 335, Tls. 327½ and Tls. 320. The Tls. 5 dividend is declared payable 15th December.

## TO-DAY'S EXCHANGE.

London—Bank T.T. ... 1/10 Do. demand ... 1/10 1/10 Do. 4 months' sight ... 11/15 France—Bank T.T. ... 237 America—Bank T.T. ... 455 Germany—Bank T.T. ... 1/2 India T.T. ... 1/2 Do. demand ... 1/2 Shanghai—Bank T.T. ... 712 Japan—Bank T.T. ... 92 Japan—Bank T.T. ... 92 Java—Bank T.T. ... 113

Buying. 4 months' sight L/C. ... 1/11 6 months' sight L/C. ... 1/11 30 days' sight San Francisco & New York ... 4/6 4 months' sight do. ... 4/6 30 days' sight Sydney and Melbourne ... 1/11 4 months' sight France ... 2/41 6 months' sight do. ... 2/41 4 months' sight Germany ... 1/96 Bar Silver ... 27 1/16 Bank of England rate ... 3 1/2

## OPPIUM QUOTATIONS.

To-day's market is as follows:—Pat. best Malwa New ... 1,100/1,120 " Old ... 1,100/1,120 " Older ... 1,200/1,300 " Oldest ... 1,300/1,340 Patna New ... 1,470 " Old ... 1,150 " Older ... 870/940

## LOCAL AND GENERAL.

THE old s.s. *Thales*, captured by the Japanese near Chefoo, has been sent to Saseho.

THE third of the sailors attacked by plague on the steamer *Scalda* at Moji has died.

THE U.S. naval collier *Brutus* will return from the target practice station at Mira Bay on Tuesday.

CHOW FU has advised the throne to employ more Britishers for financial, and Japanese for military, reforms.

ACCORDING to the Manila *Cablenews* the editor of the local *Gossip* has been sent to prison for three months for libel.

THE Throne has shown great disapproval towards Vicenary Teen Chun-huan's policy, regarding military affairs in Kwangsi.

THE *Japan Mail* says that "affairs in the Shaho region seem to be regarded with calm confidence in Japan military circles."

MR. O. Huber, formerly of the Russo-Chinese Bank, has been caught at Kiachia, and is being sent to Peking to serve out his sentence.

H.E. the Governor has issued a proclamation prohibiting the export of arms, etc., for a further period of six months from and including the 28th inst.

THE subscriptions to the recent domestic loan of eighty million yen in Japan reached ¥245,829,200. There were 210,938 subscribers of 10 s. the 75 yen each.

IT is reported from Tokio that the Iwasaki and Mitsui families have each contributed thirty thousand yen toward the fund for the construction of a volunteer fleet.

THE King has approved of the appointment of the Hon. Gershom Stewart to be an unofficial member of the Legislative Council *vice* the Hon. C. S. Sharp resigned.

SINCE the beginning of the year, 505 cases of plague have occurred in the Colony. Of this number 490 proved fatal. Four of the latter occurred last week.

KING Edward's birthday was celebrated with great éclat by the Japanese army on the Shaho, and an entertainment was given by the high Japanese officers to the British representatives.

THE N. D. L. *Prince Eitel Friedrich* took the remaining members of the Shanghai Cricket Team to the northern port on Thursday while they are proceeding with the best wishes of all local sports.

THE Hongkong and Shanghai Banking Corporation have drawn in the last few days Tls. 200,000 in bar silver from Hongkong, and Tls. 100,000 in bar silver from Hankow, reports the *Shanghai Times* of 21st inst.

THE Viceroy and Governor of Kwangtung wired jointly to the Throne saying that they cannot, under the present circumstances, find Tls. 200,000 for the army reforms, which sum was demanded by the Central Government.

THE s.s. *Empress of Japan* is now in No. 1 berth at the Hongkong and Whampoa Docks, where it is undergoing an overhaul, and minor repairs to her boilers, etc. She is expected to leave the dock about Monday week.

IT was reported at Chefoo that the Vladivostok army of a hundred thousand men was marching to join Kuropatkin's force, and make a united attack on the Japanese. They would, then, retreat to Nienling, which is very strongly fortified.

AT a meeting of the Union Church Literary Society on Thursday, Mr. T. C. Swaby spoke on affairs in the Philippines from a Filipino point of view, and argued that the time had come when they should be granted their independence.

THROUGH the falling of some baskets of sand at the naval extension works on Tuesday, one Chinaman was killed instantly, and another so severely injured about his legs, one of which was broken, that he had to be removed to hospital.

IT is stated in native papers that the French Governor of Indo-China has ordered the speedy completion of the building of the forts in port Kolopi (2), so as to make the same a shelter and base for the French Fleet defending the coast of Tonkin.

THE Chinese Government has written to the representatives of the Powers concerned that during the winter season when all the northern ports are frozen, foreign steamers are allowed to enter into and clear from the port of Chinwangtao.

MR. George Edward Morrell, solicitor of the Supreme Court of Judicature in England, was on Wednesday admitted by the Chief Justice (Sir Henry S. Berkeley) to practise as a solicitor in this colony. Mr. Morrell joins Messrs. Denys and Bowley's office.

THE third race of the Royal Hongkong Yacht Club was sailed on Sunday over an eleven mile course, with the following result:—*Diane* (Mr. May) 3h. 5m. 15s.; *Vernon* (Mr. Parker, R.N.) 3h. 14m. 45s.; *Eliphth* (Mr. Rouse) 3h. 17m. 25s.; *Alleen* (Col. Brown) 3h. 33m.

CHANG Yen Mao, the ex-director General of the Chinese Engineering and Mining Company, Ltd., has been decorated by the Throne with a 3rd rank button, and is appointed as the special representative of China to settle the C. E. & M. Co's affairs in London.

A CANTON dispatch reports that word has been received from Kachou, Kwangtung province, that a French R. C. priest residing in that vicinity was lately visited by a band of brigands, who robbed him of a quantity of money, but did not maltreat him in any other way.

IT is stated, says the *Japan Mail*, that a British steamer en route from Inkao to Chefoo struck an errant Russian mine some days ago and went to the bottom. She is said to have belonged to the Patung Company, of Yingkow, and no particulars are given as to the fate of her crew.

AMID the hearty cheers of a large concourse of friends, and the singing of "Auld Lang Syne," the remaining members of the Singapore Cricket team left on Wednesday in the s.s. *Prins Regent Luitpold*, the Singapore Cricket Clubs flag flying at the fore, and the band of the steamer playing again "Auld Lang



In their weekly share report, Messrs. Brich, George & Co., referring to Indo-China shares, state: "It may be of interest to note that the average dividend paid since 1881 equals 4.91 per cent., while the average dividend for the last ten years is 7.10 per cent., and taking the last five years, the average dividend is 8.10 per cent., and that the reserve funds, which in 1891 stood at £10,000, now amount to £15,000 according to last year's accounts, with a paid up capital of £495,893."

ONE of the most interesting items in the realm of sport on Saturday was the presentation of the silver cup and gold medals to the winning team in the Hongkong Football Club's six-a-side competition. Mrs. Atkinson, wife of the president of the club, handed the cup to Mr. H. C. Gray (captain), and the medals to the members of the team as follows:—Lieut. G. H. Macdonald, H. L. Carter, T. Clarke, C. Humphreys, H. C. Gray, (C. C. Hickling, the sixth man was away at Canton).

THE following telegraphic information dated 16th inst. has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-busch en Landbouwexploitatie in Langkat, I. d. v. Gallons.

Daily aggregate output of Crude Petroleum 757.00  
Crude Petroleum in Tanks at date 130.000  
Kerosene made since the date of the preceding half-monthly telegram 77.000  
Kerosene shipped since the date of the preceding half-monthly telegram 110.000  
Kerosene in Stock at Refinery at date 64.000

THE *Japan Gazette* says that the Pacific Mail Steamship Co. have appointed Mr. Ernest H. Ludwig, the well-known San Francisco caterer for fashionable banquets in that City, as Inspector of catering and cooking on board the steamers of the Pacific Mail Steamship Company, and in that capacity he will travel on steamers between San Francisco and the Orient. His work will include instructions to the ships' cooks and bakers to the end of adding tasty items to the menu and improving the cooking and service. Mr. Ludwig crossed on the *Mongolia* and will remain at Hongkong for the *China*, by which ship he will return.

WHEN the P. & O. s.s. *Nubia* arrived at Singapore on her way to China, there was a seven-knot tide running at the wharf and the low hawser pulled, causing the steamer to swing out into the stream. The gangway was already out, as she swung her stern hit the wharf and commenced dragging it away until a bollard broke and she scrapped clear. The vessel nearly struck the Meander Reef as she was swept away by the tide, but her anchors were dropped in time to bring her up. She subsequently steamed to Paitan and sent the mails ashore in 1905. The *Nubia* sustained no damage, says the *Straits Echo*, and proceeded on her voyage.

TIT, Portuguese Minister, Mr. Castello Branco, having concluded his Treaty with China, which was exclusively published in the *Mercury* yesterday, left for Portugal by the German Mail to-day, says the *Shanghai Journal*. He has made many friends in Shanghai as evidenced by the succession of dinners, tiffins, and fetes in his honour. Notable among these was a gathering of officials and friends at the Shanghai Club to-day at the invitation of the Consul. When Mr. Goddard proposed the health of the Minister and wished him "bon voyage," and the Minister responded in terms of appreciation, the applause of the gathering showed their appreciation of the Minister's many good qualities.

AT a quarter past eight o'clock on Tuesday six men armed with knives, swords, and daggers, entered the first floor of No. 9 Hing Loong Street, to commit a robbery. Finding nothing, they proceeded to molest an old sick woman and tried to make her divulge the whereabouts of her valuables. Instead of doing this she yelled with such effect that she soon had all her neighbours round, and four of the men rushed on to the roof and made their escape. The other two dropped their weapons, and rushed out of the house right into the arms of an Indian watchman, who was hurrying to see the cause of the noise, and he promptly arrested them. They were placed before Mr. Gompertz on Wednesday and remanded.

AT the Civil Summary Court on Wednesday, before the Puisse Judge (Mr. T. Sercombe Smith) the Cheung Luk Ying firm of coolie contractors, sued Ling Shing On to recover \$357.30, being in respect of coolies supplied. Mr. R. A. Harding was for plaintiff and Mr. E. J. Grist defended. Mr. Grist consented to judgment, but asked that the order be made payable in instalments. The defendant could neither read nor write, but had always left his affairs in the hands of the accountant, who unfortunately was not available. He offered \$20 a month. Mr. Harding reminded him of his Honour that the bill was over a year old, and further that the defendant had quite recently returned to the Colony, having run away to avoid payment of his debts. This Honour made an order for defendant to pay \$50 a month, the first payment to be made in seven days.

THE *San Francisco Chronicle* states that Captain J. H. Rinder will not sail in command of the Pacific Mail freight steamer *Algon* when she departs for the Orient. He has resigned from the company's service, but decides to speak of his future movements. Captain Rinder has always been considered one of the very best navigators in the Pacific, and as commander of the well-known liner *Coptic* for many years stood high, not only as an able commander, but as a gentleman acceptable to the best class of travellers sailing out of this port for the Far East. His career in the Pacific Mail Company has, however, been unfortunate, without reflecting upon himself, for accident has followed accident since he took the *Mongolia*, and circumstances over which he had no control caused his assignment to the *Algon*. Now he has resigned, rather than continue on the vessel.

A RUSSIAN passenger on the *Gaelic*, from Shanghai, received considerable attention from the police on the vessel's arrival at Nagasaki. It is stated that an examination of his papers showed him to be the former manager of the Chinese Eastern Railway Agency at Komsok. He was on the *Argus* at the time of her capture by the Japanese and with the other passengers was taken to Sascho and released. His present destination is San Francisco, and the authorities discovered that he is now employed by Messrs. Senelock & Co. of Shanghai, who have received an order from Major General Desjardins from 7,000 to 10,000 cases of salt beef, and have sent him to superintend the shipment of the order. Although he is engaged in obtaining supplies for the enemy, the authorities allowed him to proceed on his journey possibly owing to the difficulty of interfering with a passenger, not an actual combatant, on a neutral vessel.—*Nagasaki Press*.

IT was stated by the *Manila Times* on the 26th of authority that the *Minisela*, the largest vessel ever built in the United States, being considerably larger than the *Mongolia* and her sister ships, will touch at this port on her first trip to Eastern waters. The *Minisela* is one of the large vessels belonging to the Hill line. A contract has been entered into, according to this authority, between the Pacific Mail line and the Northern Pacific whereby they are to divide the Eastern traffic and this explains why some of the Pacific Mail boats the *Mongolia*, etc., have been taken off the Manila run.

THAT "seeing a friend off" by steam is sometimes proves a very risky business was exemplified in a case before the Court at the Magistrate on Tuesday, when A. Mason was charged with stowing away on board the P. & O. S. N. Co.'s s.s. *Chusan* at Shanghai, and thus obtaining a passage to Hongkong. The accused alleged that he, in company with a friend who was about to proceed to Europe, went on board the *Chusan* to see his friend off. Arrived on board they indulged in so many drinks that they both got drunk and fell asleep, only to discover, when they woke up, that they were away at sea. He had not any money with him, so he could not pay for his passage. He stated, however, that he was employed in a certain firm in Shanghai, but was somewhat surprised to learn that there was a branch of that firm in Hongkong, and it was somewhat remarkable that when his case was remanded for a week to enable him to communicate with his friends in Shanghai, he being allowed bail, in the meanwhile, if he could furnish it in the sum of \$100, he did not make any effort to communicate with his firm's branch here. The bail not being forthcoming he had to "enter the portals" till his friends could be heard from.

IN May last Miss Barker, matron of the Government Civil Hospital, reported to Inspector Collett that a coolie who had before been employed about the Hospital, but who had been dismissed, had attempted to commit a robbery in her private room, but had got away. In appears that Miss Stollard, a nurse in the Hospital, going to the matron's room, to consult with her, found the coolie with the matron's money-box and a bunch of keys in his hands. He attempted to bolt on seeing Miss Stollard, but the latter grabbed him and a struggle ensued, in which the box and keys fell to the ground, the coolie wriggling himself free and also making good his escape. The inspector on receiving the report warned his men to keep a sharp look out for the coolie, but as nothing further was seen of him it was suspected that he had "done a bit" to Canton. This proved to be the case, as on the arrival of the Canton steamer, on Saturday, he was found aboard and was promptly escorted to the lock up. When questioned he said he was coming out of the matron's room when he saw the nurse coming in, and as he was frightened he ran away. The ladies, doing a public service, did not disdain to appear at the Police Court on Monday to prosecute the would-be thief, albeit they had to rub shoulders with all sorts and conditions of filthy coolie, accused and their witnesses, there being no waiting room for them. Mr. Gompertz sent the man to six weeks' hard labour, with six hours in the stocks.

MR. F. TANAMURA, the well-known Japanese artist, representing Messrs. Tanamura and Co., photographers, of Kobe and Yokohama, has arrived in Hongkong, and opened an exhibition of his firm's work on the first floor of the building lately vacated by Messrs. Wm. Powell and Co., at the foot of Wyndham Street. Mr. Tanamura, whose specialties are photography and painting, has a very choice selection of paintings of views and scenes taken in the most picturesque districts of his country, as well as many fine pictures showing habits, customs, and life in the land of the Chrysanthemum and the Cherry-blossom. There are also some excellent paintings depicting the types of female beauty of that interesting country. Many of them are characteristically framed, and should form very pretty souvenirs for the merry season now closely approaching. Mr. Tanamura also takes photographs of the interiors of residences and business establishments, for which he has already a large number of orders booked, and which he sends to Yokohama to be finished, coloured and returned. The prices are remarkably reasonable, the stock showing paintings from small Christmas cards and menu cards at 50 cents per dozen to large framed landscapes at 11/6, and these prices are to be further reduced from to-morrow. Lovers of the beautiful in nature should not miss this opportunity of gratifying their tastes, the exhibition being well worth a visit. As a specimen of his fine work one need only look over the pages of his little book entitled "A leaf from the diary of a young lady." It is a beautiful production.

#### Steamers Expected.

Vessels	From	Agents	Due
Tijilatip	Kuchinotzu C.	J. J. L. Nov. 28	
Tonkin	Saigon	M. M. Nov. 29	
Socotra	Singapore, P. & O. Co.	Nov. 29	
Masapequa	New York, S. T. & Co.	Nov. 29	
Armenia	Manila, H. A. L. Co.	Nov. 29	
Argonia	Japan, P. & A. Co.	Nov. 30	
Lightning	Singapore, D. S. & Co.	Nov. 30	
Tippanas	Macassar, C. J. L. Dec. 2		
Kumsang	Calcutta, J. M. & Co.	Dec. 2	
Doric	San Francisco, P. M. Co.	Dec. 8	
Manchuria	San Francisco, P. M. Co.	Dec. 17	
Nicoledo	Portland, P. & A. Co.	Dec. 24	

#### Ships Passed The Canal.

Outward—15th October—Kaitia.	20th October—Kerman.	25th October—Kaitia.
<i>Glenish, Glaser, Sophie Rickmers, Socotra</i>	4th November— <i>Kaitia, Tonkin, Dandis</i>	8th November— <i>Willahad, Aoyama, Sento, Merionethshire, Seneca</i>
14th November— <i>Palawan, Hector, Ambria, China</i>	15th November— <i>Feenden, Laos, Benary, Indrasambha, Seydlitz, Silverlip</i>	19th November— <i>Hyson, Moravia, Prinsesse Marie, Austria, Dunbar, Sobralense</i>
22nd November— <i>Suevia, Ilasch, Hindustan, Neptune, Sirkonia</i>		
Homeward—4th November—Hudson.	11th November—Japan.	15th November—Zulu.
Arrivals at Home—25th October— <i>Rodnorshire</i>	20th October— <i>Glaucus</i>	1st November— <i>Nippon, Andalusia</i>
4th November— <i>Louther, Benoitville, Pak Ling, Idomenus</i>	8th November— <i>Australien</i>	15th November— <i>Tydas</i>
17th November— <i>Formosa</i>	19th November— <i>Altoli, Sachien, Salasia</i>	22nd November— <i>Sambila</i>

	Nov. 25 at 10 a.m.	Nov. 25 at 4 p.m.
Barometer	30.13	30.04
Thermometer	69	71
Wind	70	73
Rainfall	—	—

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	AT WORKING ACCOUNT.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,000	\$125	\$125	\$1,000,000 \$7,000,000 \$1,500,000	\$1,492,554	Div. of £1.10/- @ exchange 1/9 15/16 \$1.41 for first half-year, 1904	6 %	\$703 buyers (London £70)
National Bank of China Limited	99,925	£7	£7	\$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$250
China Trade Insurance Company, Limited	24,000	\$83.33	\$25	\$900,000 \$151,972 \$331,342 \$322,138	Nil.	\$4 for year ended 31.12.1903	6 1/2 %	\$31 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 1/2 %	Tls. 95
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 £20,000 \$17,740 \$893 11 \$8,677 1 \$70,000 \$37,794 \$1,000,000	\$2,078,197	\$35 for 1903	5 1/2 %	\$660 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$125,675 \$56	\$186,284	\$12 for 1903	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$56	\$3,907	\$6 dividend & \$1 bonus for 1902	8 %	\$50 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,702,281	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 buyers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900	—	\$24
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,915 \$250,000 \$600,000 \$157,555	Nil.	\$3 for year ended 30.6.1903	6 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	£105,000 £100,000	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$398 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£105,000 £100,000	£5,853	10/- for 1903 @ 1/0 5/16 = \$5.378	4 1/2 %	\$120 sellers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 524 buyers Tls. 50 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	8 1/2 %	Tls. 524 buyers Tls. 50 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000 \$60,000 \$15,093	£19,555	Interim of 1/- (Coupon No. 4) for 1903 \$1.80 & b. 40 cts \$0.90 & b. 20 cts	4 1/2 % 5 1/2 % 3 1/2 %	\$24 \$40 \$30
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$400,000 \$18,000 \$130,153	\$1,287	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$150 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 98,000 Tls. 201,614	\$33,648	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	none	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1903	—	\$236 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897	—	\$236 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 65
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	G \$10	G \$10	£40,000 \$60,000 \$15,093	£7,830 G \$673,991	No. 3 of 1/6 Interim of 50 cents, account 1904	6 1/2 %	Tls. 61 sellers G \$16 buyers
Oriental Consolidated Mining Company, Limited	10,000	£1	£1	£4,871	Dr. £4,029	No. 12 of 1/- = 48 cents	—	\$5 buyers
Raub Australian-Gold-Mining Company, Limited	50,000	£1	£1	£4,871	Dr. £4,029	No. 12 of 1/- = 48 cents	—	\$5 buyers
BOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,137 Fcs. 1,420,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	—	\$470
Gen. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$50,980	\$10,517	\$3.75 for 1903	8 %	\$46 sellers \$115 sales
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	Interim of \$1 1/2 for 1904	4 1/2 %	\$219 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	7 1/2 %	\$202 buyers \$27
Howarth Franks, Limited	17,000	\$100	\$100	\$67,000	\$489	\$10 div. & \$5 bonus for 1903/4	4 1/2 %	\$202 buyers \$27
New Amoy Dock Company, Limited	6,000	\$61	\$61	\$35,500	\$489	\$14 for 1903	4 1/2 %	\$202 buyers \$27
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$49,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$202 buyers \$27
Do. (Preference)	2,750	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	\$7 dividend	6 1/2 %	Tls. 180 buyers Tls. 132 sales
S. C. Farnham, Lloyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	7 1/2 %	Tls. 180 buyers Tls. 132 sales
Shanghai and Hongkew Wharf Company	12,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 50,913	Tls. 22,895	Interim of Tls. 4 for 1904	5 %	Tls. 132 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,732	\$6 for 2nd half year 1903	9 1/2 %	Tls. 132 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,300	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 132 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$1 1/2 for year ended 30.6.1904	8 1/2 %	\$20 sales Tls. 150
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	Tls. 50	—	Interim of Tls. 2	—	Tls. 55
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$1,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 13,956	\$51,066	Interim of \$6 for 1904	8 %	\$148 buyers Tls. 19 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,956	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	\$13 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$9,177	90 cents for 1903	7 %	\$39 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	6 1/2 %	\$39 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 118 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	—	Tls. 34 buyers Tls. 125
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Interim of Tls. 3 for 1904	7 %	Tls. 12 buyers \$60 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 %	Tls. 25 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	Tls. 1,562	Interim of \$1 1/2 for 1904	—	Tls. 12 buyers \$60 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	16 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$13,862	50 cents for the year ending 31.7.04	4 1/2 %	Tls. 11 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,014	Interim of 3 a/c 1898	—	Tls. 201 buyers Tls. 323 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 a/c 1898 on 6,000 shares	—	Tls. 150
Soy Chee Cotton Spinning Company, Limited	5,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 26,189	4 % for 1897	—	\$100
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil.	\$125 for year ending 30.6.1900	—	\$94
Phillipine Company, Limited	17,500	\$10	\$10	—	—	First year	—	Tls. 65 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Interim of Tls. 3	9 1/2 %	Tls. 65 buyers
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$13 ex div.
Bel's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$3 for 1903	7 1/2 %	\$50 buyers \$22 sellers
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$100
Do. (Founders)	123	\$15	\$15	—	—	None	6 1/2 %	\$8 sellers
Do. (New Issue)	24,000	\$12	\$12	none	First year	Preferential of 7 per cent for 1904	5 %	\$12 sellers
China Borneo Company, Limited	60,000	Tls. 50	Tls. 50	none	Nil.	60 cents for 1903	8 %	Tls. 75 buyers \$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	—	\$12 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	80 cents for 1903	8 1/2 %	\$12 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$14 for year ending 31.7.1903	—	Tls. 40 sellers \$12 sales
Dairy Farm Company, Limited	25,000	Tls. 60	Tls. 60	none	Dr. Tls. 1,538	Tls. 5 for 1902	7 1/2 %	\$100 sales
E. L. Mondon, Limited	7,000	\$50	\$50	none	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	4 1/2 %	\$12
Fraser and Neave, Limited	4,500	\$10	\$10	\$12,500	\$31,115	\$50 for 1903	11 1/2 %	\$31 sales
Green Island Cement Company, Limited	100,000	\$20	\$20	\$160,000	\$13,104	Final of 5 1/4 making \$3 1/2 for 1903	7 1/2 %	\$160 buyers
Hall & Holt, Limited	21,000	\$20	\$20	Tls. 33,109 £3,700	£7,625	£1 div. and 2 1/2-boys for 1903	6 1/2 %	\$15 buyers \$9 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	none	\$1,747	\$1.00 for year ending 30.4.1904	5 1/2 %	\$15 buyers \$9 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,283	\$20 for year ending 30.11.1903	6 1/2 %	\$300
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$5,841	Interim of \$4 for 1904	7 1/2 %	\$255
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$8,395	\$10 for 1903	7 1/2 %	\$10 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	6 1/2 %	\$20 ex div.
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$5,500	\$299	\$1.00 for the year ended 30.9.04	6 1/2 %	\$20 ex div.
Kat Brothers, Limited	10,000	\$100	\$100	\$375,000	\$31,582	\$13 for 1903	9 1/2 %	\$135 buyers \$135 buyers
Lat & Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$3,739	Interim of \$5	9 1/2 %	\$135 buyers \$135 buyers
Maschappij tot Rijzen, Bosch en Landbouwen- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,143	Tls. 27,187	3rd quarterly of Tls. 10, paid 15.9.04 making so far Tls. 3 1/4 1904	12 %	Tls. 208 sales
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	7 1/2 %	\$27 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sellers
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	—	—	First year	—	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 108,173	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 %	Tls. 105 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 43,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 93 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 40	Tls. 40	Tls. 0,000	Tls. 3,288	Interim of Tls. 6 for 1904	7 1/2 %	Tls. 100 sales
Shanghai Waterworks Company, Limited	7,000	£20	£20	Tls. 1,000	Tls. 7,369	Interim of 15/- for 1901	7 1/2 %	Tls. 373 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$80	\$5 for year ended 31.7.1903	5 1/2 %	\$10
South China Morning Post, Limited	600	\$25	\$25	none	Dr. \$39,020	None	—	\$23 nominal
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,644	60 cents for year ending 31.5.04	11 %	\$7
Straits Ice Company, Limited	2,000	\$100	\$100	\$20,000	\$4,400	First year	—	\$4 sellers \$160 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$2,500,000	\$83,493	\$1 div. and 25 cts. bonus for half year ended 30.10.03	7 %	\$184 sales
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$12,551	None	—	\$14 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	—	Tls. 110
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$180	90 cents for year ending 31.5.1904	9 1/2 %	\$91 buyers
Do. (Founders)	100	\$10	\$10	\$20,000	\$180	\$1.70 for year ending 31.5.1904	10 1/2 %	\$180 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,801	\$1,621	\$1 for 1903	10 1/2 %	\$91 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	Final of 72 cents making \$1.20 for the year ending 30.6.1904	11 %	\$11 sellers